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MX Editor Lee Hogan hates
—forced to ride the latest
motocrossers around the
world and go kart racing ...
Photograph // Cudby

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JUNKETS GALORE!

This issue may look like a junket edition, but let me assure you plenty of hard work went into it. Perhaps I should explain what a junket is.

According to the *Macquarie Dictionary*, a junket is one of three things: a custard-like food of flavoured milk, a feast or merrymaking such as pleasure excursion, or a trip by an official body at public expense. I can tell you an *ADB* junket isn't a dessert, so it probably is one of the latter two. In fact, I'd say it is a combination. Let's call them pleasure excursions to obtain information.

The first was *ADB* MX Editor Lee Hogan's trip to the US to test the 2016 KTM SX and SX-F range. It was a long haul to the East Coast, where he cut lap after lap analysing every model. But, after the testing was done, the boys cut loose, dropping in on the Lucas Oil Pro Motocross series at Hangtown and racing each other on karts.

The next junket was with *ADB* Staff Writer Dylan Ruddy, KTM's Kevin Doyle and me. We had the arduous task of taking three KTM adventure bikes on an overnight trip to Bonnie Doon, in an effort to relive the Aussie classic film *The Castle*.

The meagre diet for this trip was burgers, chips, ribs, steaks, schnitzels and, of course, beer (in Doyle's case, some weird lollipop drink).

Next in line was the Seven Deadly Sins ride covered by *ADB* contributor Stephen Tuff. Having done a Seven Deadly Sins ride several years ago, I know it's one epic junket.

That leaves us with the final, and finest, junket, the *ADB* Qld Moto Odyssey. My brother and I took a Patriot Campers' Toy Hauler, Toyota LandCruiser, two Yamaha WR250Fs and a bunch of Darche gear on an epic ride-and-drive tour of the Sunshine State. We dropped in on readers all the way up the coast from Brisbane to Cairns.

Nights were spent around the campfire penning tales of the day's action while sipping XXXX. We did get a couple of days off in Cairns to catch up with some buddies, one of whom (let's call him Arty Ziff) managed to snag a Scotswoman who was appropriately nicknamed 'Nessy, but that's a story for another time.

Why am I telling you this? In the last six months we've received several letters from subscribers wanting to read more fun and less fact. If you get your hands on an early edition of *ADB*, a lot of the stories had some element of mischief and, in today's economic climate, I think we all need to unwind and have a laugh, even if it is at our own expense!

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A SORE HEAD

Australia's Robbie Maddison made a celebrity appearance and raced prologue, but, as the commentators said, put in a good performance in the beer tent on Saturday night and didn't race on Sunday.



RED BULLS MASTER GREEN HELL

Erzberg takes extreme enduro to new level

This year's Erzberg Rodeo will go down as one of the most memorable extreme enduro events of all time after Jonny Walker, Graham Jarvis, Andreas Lettenbichler and Alfredo Gomez were crowned joint champions in the final event.

As the Red Bull Hare Scramble played out in Austria, the world's toughest single-day extreme enduro race became less of a motorcycle event and more a test of the human spirit.

KTM's Jonny Walker had triumphed in the Iron Road Prologue, the qualifier for the hare scramble. The prologue is a 13km dash up the Iron Giant, with 500 earning a Sunday start.

Walker was followed in the prologue by fellow KTM rider Taddy Blazusiak plus Husqvarna duo Graham Jarvis and Alfredo Gomez.

The hare scramble started with carnage. The conditions were particularly dusty and Blazusiak fell victim to the chaos, crashing on the first hill and tumbling back down through bikes, bodies and dust.

Walker jumped to an early lead. Last year's champion stretched his lead to as much as four minutes before a small crash in the infamous Carl's Diner cracked a radiator. He wasn't out of the event but it allowed Jarvis and Gomez to pass him.

The race changed its complexion when Jarvis arrived at the new Downtown section. Here, riders dropped into a deep gully, surrounded by thick bush. After a few minutes it became clear that this was going to be far from easy.

As Jarvis contemplated what to do, Gomez arrived and the teammates agreed to help each other. They shared the effort of dragging the bikes up a rock-and-root-riddled hill, described by commentators as near vertical.

They hadn't got far before Walker caught up and joined in the rescue. Walker's KTM teammate, Lettenbichler, then added his muscle, along with South African Wade Young.

Spectator numbers swelled as word got out about the difficulty of the section. At one point the five riders stood in a huddle, discussing how to get out of 'Green Hell'.

It took well over an hour for the five to emerge and they made a gentlemen's agreement to ride to the finish line together.

With less than 30 minutes left to the four-hour cut-off, they hurried through the remaining sections, arriving at the line with minutes to spare. They crossed together but Young was disqualified for missing a checkpoint.

Main: Graham Jarvis on the bottom of the four-man drag line out of Downtown.

1. World's biggest shower
2. Melbourne's Robert Nowak
3. Taddy goes down
4. The opening carnage
5. Your standard hill
6. The winning wrestlers





AUSSIE NOWAK KICKS ARSE

Victorian Robert Nowak put in a galant privateer effort, placing 35th in the Red Bull Hare Scramble.

After serious discussion, the decision was made to crown Jarvis, Gomez, Walker and Lettenbichler as joint Red Bull Hare Scramble champions, a first for the 21-year-old event.

While the drama unfolded at the podium, Spaniard Mario Roman also crossed the finish line in fifth.

With the winners taking almost the full four hours, it was a stark contrast to last year, when Walker completed the hare scramble in less than two.

Event organiser Karl Katoch had promised a tough course and plenty of riders may well argue that it was too tough.

But while there will be some serious discussions over the running of the event and the difficulty of the course, there's no denying that the extraordinary sportsmanship displayed ensures the 2015 race has a place in the history of the Red Bull Hare Scramble.

If you read our Erzberg preview last issue you may be wondering why this article doesn't feature Jake Stapleton, ADB's Enduro Editor. Jake was set to compete in his first Erzberg Hare Scramble aboard a Beta, but unfortunately, due to visa delays in Canada, Jake was unable to get to Austria in time for the event. Jake was disappointed and stranded in Canada for weeks, but promises he'll have a go on behalf of ADB next year.



1. Jonny negotiates a minor rock hazard
 2. Dan Hemingway at Carl's Diner
 3. Riders are questioning the danger level
- Photos: Ben Alfred, Steve & Kim Braszell, Red Bull

KIRK GIBBS DOMINATES MANJIMUP 15,000

Top-shelf competition couldn't keep Kirk's KTM off the top step

KTM Australia rider Kirk Gibbs was undefeated at the 2015 Manjimup 15,000, claiming a win in each race for the All Star class. Up against the world's best – including American motocross star Josh Hill and New Zealand talent Brad Groombridge – Gibbs put on a clinical display, entertaining the WA crowd in all four motos.

Hill struggled to come to terms with the track's massive sand whoops and the infamous local pea gravel.

Running the compression damping clickers at their stiffest setting, Hill said: "You're going so fast that when you hit the bumps, it's like a bomb going off in your hands!"

He finished sixth overall in a successful return to racing after a series of injuries.

Similarly, Groombridge had an up-and-down day, finishing eighth overall due to a 15th in

the second moto. He said: "My fitness wasn't where I wanted it to be; it was pretty late notice for me but I'm stoked to be at the Manjimup."

Husqvarna-supported young gun Connor Tierney was making his Manjimup 15,000 debut and changing to an FC350 helped him to an impressive 7th overall.

Riding with a completely different mindset, retired Jay Marmont made a special return to one of his most successful tracks. Starting the day with a solid third, he battled poor fitness to take out a respectable fifth overall.

However, it was a KTM trifecta, with Gibbs, Luke Styke and West Australia's Dean Porter filling the podium.

"I was really excited. I felt comfortable, really happy to walk away with the win," Gibbs said of his weekend.

Mark Garic

Gibbs was unstoppable in the lead-up to the MX Nats round at Raymond Terrace



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CHAD PULLS PIN ON TEAM

As we went to print, rumours were rife that Supercross champion Chad Reed was shutting TwoTwo Motorsports team. The shock move comes after the Aussie champion's tough start to the Lucas Oil Pro Motocross Championship, with the latest drama being a run-in with promoter MX Sports over him running a non-approved brand of action sports camera.

Reed said that the money (a

rumored USD\$500,000) from the camera sponsorship was needed for him to keep going in the US national outdoors series but no one really knew how serious Chad was. The employees of the team were told that the Saturday race at High Point was to be their last and the team's semi headed back to California right after the race.

This leaves TwoTwo's second rider, injured Josh Grant, looking for a new team for the rest of the

summer, as well as forcing some very qualified people to look for work, including Reed's personal mechanic Mike Gosselaar.

But this does not mean Chad is retiring. According to people close to the team, Chad's been feeling run down for a while from the pressure of trying to juggle team ownership and his riding duties.

Not to mention the drain on his bank account in the current economic climate. Reed has been

in talks with Yamaha, and possibly Honda, for a supercross-only deal for next year, possibly, before calling it a career from there.

It's never good when the series loses a team and, especially one with the profile of Chad Reed's. Stay tuned and we're sure we'll all see the #22 at Anaheim 1 next year trying to make history once again.

Steve Matthes



STEWART RE-SIGNS WITH SUZUKI

Suspended James Stewart has re-signed with Suzuki on a multi-year deal that will most likely see him finish his career in yellow.

Currently serving a 16-month suspension from the AMA for doping, Stewart is pleased with the deal, saying: "I am happy to finish my career on a Suzi. The team has been very supportive and I can't wait

to get back on the bike."

The US rider returned a positive drug test during the AMA Supercross series last year and was subsequently handed the suspension, ruling him out of this year's Monster Energy Supercross series and Lucas Oil Pro Motocross Championship. He appealed without success.

Stewart is set to return to

racing at the Red Bull Straight Rhythm on 12 October and will also defend his Monster Energy Cup crown on 18 October.

And as most Australian motocross/supercross fans will know, the veteran is heading to local shores in November for the AUS-X Open, where he is due to go head-to-head with our own Chad Reed.





pod

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Photo Credit: RallyZone Bauer/Barni



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NEW RM-Z250 ON ITS WAY

Suzuki has announced details of its 2016 RM-Z250, which is due to arrive in Australian showrooms in August.

Using experience gained from its MX2 and MX1 World Championship campaigns, Suzuki has redesigned a number of engine parts, revised the frame and added a number of upgrades, including a more advanced Suzuki Holeshoot Assist Control (S-HAC).

The S-HAC system features three ignition maps to optimise timing. The holeshoot system takes into account the moment of launch, the trip over the start gate and the increase in traction available once the

rear tyre has cleared the gate.

The frame is claimed to be 2.5 per cent lighter, making it the lightest RM-Z250 to date, with further weight savings made with a change from a spring fork to a new, fully adjustable KYB PSF2 air fork, which has been valved to work in unison with the KYB rear shock.

Upgrades to the engine include a new piston, piston pin and piston rings as well as a redesigned camshaft and intake valves to improve power delivery and starting, as well as to reduce engine braking.

Suzuki was due to announce pricing after we went to press.



Air fork should be a big hit for the RM-Z250



STEADY AS SHE GOES

Yamaha, Kawasaki and Honda have sharpened their swords for 2016 rather than design new weapons.

Yamaha has fitted its YZ450F with a new launch control while chassis upgrades include a reshaped swingarm pivot and sharper fork angle.

Both the 250F and 450F have received a 20mm

larger front disc (up from 250mm) and both will be available in Team Yamaha Blue as well as a limited-edition 60th anniversary yellow-and-black. Yamaha will also introduce a YZ250X two-stroke to the line-up with a wide-ratio gearbox and 18-inch rear wheel.

Kawasaki has further refined the adjustable direct-

injection on its KX250F. As well as being able to tune the system via three supplied DFI couplers, owners will be able to purchase a handheld tuner.

Honda has concentrated on refining the suspension on its CRF450R and CRF250R, with a geometry tweak on the 450. The 250 has improved top-end.



INDUSTRY CORNER

• Organisers of the AUS-X Open at AllPhones Arena in Sydney have announced a second event the next day. Some of the world's best supercross and freestyle motocross riders will take part in the event on 28-29 November including Chad Reed and James Stewart.

• The starting grid for the final round of the MXGP World Championship at Glen Helen, USA on 30 September has been bolstered with news that both the American Red Bull KTM and Rockstar Husqvarna factory teams will enter as well as satellite teams BTP Sports KTM and Troy Lee Designs/Lucas Oil KTM.

• The Smith Brothers off-road race team is adding another Smith to their jerseys, announcing Malcolm Smith Racing (MSR) as the team's latest sponsor.

• Yamaha rider Tom McCormack appears on track to make a full recovery from injuries sustained during the sixth round of the Australian Off-Road Championships at Karoonda, SA. McCormack suffered five broken vertebrae, a punctured lung, damage to his spleen and plenty of bruising.

• The first intake of 16 riders to the Motorcycling Australia Elite Performance Academy (EPA) have been put through their paces. A number of physical and psychological tests were conducted as part of a three-day EPA camp on Queensland's Gold Coast. The results will determine the squad of eight to attend a second camp in September.

• Honda rider Eli Tomac's undefeated run in the Lucas Oil AMA Pro Motocross Championship has come to a sudden end, with the GEICO rider ruled out for the remainder of the season. Tomac crashed while leading the Denver round, damaging both shoulders. Ryan Dungey led the title chase from Ken Roczen going into Budds Creek, Maryland.

• Frenchman Romain Febvre has re-signed with the Yamaha's factory MXGP outfit for two years. The 23-year-old, who had won two MX1 rounds and was third in the points at the time of writing, will be on a Yamaha until the end of 2017. Febvre finished third in the MX2 championship before stepping up to MXGP for 2015.



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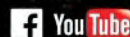


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AUSSIES RULE FMX

Australia's reputation as one of the most successful freestyle motocross nations has been reaffirmed after medals in two of the biggest and most prestigious comps.

At the X Games in Austin, Texas, Australia's freestyle heroes notched up three.

WA's Josh Sheehan took out the bronze in the Toyota MotoX Quarter Pipe, a new event using a skateboard/BMX-style ramp.

Sheehan finished third behind France's Thomas Pages and NZ's Levi Sherwood.

In Speed and Style, Victoria's Blake Williams finished with a silver, going down to the US's Nate Adam's in the final race.

The only Aussie gold medal from the X Games went to

Victorian Jarryd McNeil who took out Best Whip. It is decided by fan vote and saw McNeil win easily over Tom Parsons and Todd Potter.

In Athens, the second round of the X-Fighters championship also had a touch of green and gold as Aussie Clinton Moore won, defeating Quarter Pipe winner Pages in the final.

Moore was flawless on the spectacular course, which was set in a quarry that supplied stone for the Acropolis.

With three rounds remaining, Moore now leads by 20 points over Pages. He will look to become only the second Australian, and the second in two seasons, to win the X-Fighters title.



Give us Moore, the fans yelled, and he did



WATERS CLAIMS PODIUM IN MXGP

Todd Waters has become the first Australian in over a decade to score a premier-class podium in the Motocross World Championships.

Waters finished fourth in both motos at Maggiora and third for the round.

The Red Bull Ice One Husqvarna rider has consistently put in top-10 finishes since beginning his MXGP career last year, but has struggled to achieve significant results and overcome injuries.

The Queenslander battled his way around the muddy Italian circuit, finishing behind Romain Febvre and Kevin Strijbos.

Australia has always struggled in MXGP. Jeff Leisk is the only rider to come close to winning a premier class world title, finishing runner-up in 1989 for Honda.

Fellow Husky rider Dean

Ferris missed with illness while Antonio Cairoli (KTM) fought his way to 13th overall after breaking his hand.

Waters' teammate, Max Nagl, still leads from Cairoli and Febvre.



Who says Aussies can't handle mud?

SPORTS CORNER

DUNGEY, ROCZEN SHARE WINS

Ryan Dungey (KTM) and Ken Roczen (Suzuki) scored a win each at round five of the Lucas Oil Pro Motocross Championship. The round win was Roczen's first for the season. Dungey still leads him by 37 points in the title while Chad Reed is back in 16th. Marvin Musquin (KTM) claimed two wins in the 250cc class and is now eight points clear of Jeremy Martin (Yamaha). Aussie Jackson Richardson (18-18) and Hayden Melrose (38-26) are running 19th and 23rd respectively

PHILLIPS BATTLES ON

Despite a run of bad luck, reigning E3 World Champion Matthew Phillips managed to salvage vital points from the fourth round of the Enduro World Championship in Greece with two thirds. The Tasmanian posted a DNF in Friday's Super Test, started Saturday with a 40-second penalty and suffered food poisoning overnight. He now trails Mathias Bellino by 22 points.

STRANG IGNORES PAIN

Aussie cross-country racer Josh Strang (Husqvarna) tried to ignore pain in his injured shoulder at round eight of the GNCC in Ohio, US. He claimed the holeshot award but the pain proved too much, with the Inverell local only able to complete four of the scheduled six laps to claim 12th overall. Strang now sits 12th in the title.

TEAM OZ CLAIMS FOURTH

Australia has scored a fourth at the Speedway World Cup on a night when the teams' championship remained undecided until the last of the 20 races. Australian team captain Chris Holder and teammates Jason Doyle, Troy Batchelor and Nick Morris had their fair share of bad luck in the event, which was won by Sweden.

PULLIN' OUT ALL TRICKS

Australian Mackenzie Tricker notched up two moto wins at the sixth round of the Women's Motocross Championship at High Point in America. It was the Yamaha riders first overall victory for the year. She grabbed an early lead in both races, never looking back.



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LETTER OF THE MONTH

JOSH IS TOPS

Just wanted to let you know we had a cracking weekend at the Manjimup 15,000. I want to say a big thanks to American rider Josh Hill for happily taking the time to have a photo with my son, Blake (black fox hat) and his mate, Occy (Honda hat). A very approachable guy who was happy to say giddyay to the boys, great ambassador for the

sport and thanks to him for making the trip to WA. Well done to the Aussie riders, too. Great spectator entertainment all day.

Steve,
Perth WA

That's awesome to see, Steve. It's so important for the professionals in our sport to interact with their young fans. After all, they are the future!



BIG-WHEELER HUNT

Hi ADB, my name is Edward. I live in Adelaide and I'm 12. My family owns a farm about an hour away and it about 40 acres. I have decided to take up dirtbike riding as I'm starting to get a little bored when I go down there. I do not have much experience apart from the little TT-R50 that I used to ride when I was younger but it's now too small for me. A few weeks ago, my dad and I went to the dirtbike shop and had a look around and talk to the people there.

The bikes that were the best for me were the 125cc big-wheel bikes. This included the Yamaha TT-R125, Honda CRF125FB and the Suzuki DR-Z125. The point of this email is to find out what your opinion is on these bikes, considering which is the most reliable, as I'm no wizard when

it comes to engines and/or if there are any other brands worth considering.

Edward

You can't go wrong with any of the bikes you've listed. They're all super reliable and easy to ride. Ultimately it all comes down to your size and if you've had your growth spurt or are expecting to shoot up any time soon. If so, consider the Honda CRF230 and Yamaha TT-R230. They're slightly bigger than the 125 but a little less agricultural. Similarly you could look at a CRF150F, which is the trail version of its race bred cousin the CRF150R.

DIRT CHEAP

So in your last issue, you had the review of the old Kawasaki KX500. You've stated underneath that its competition includes a RM500 that can be

brought for between \$200-\$400. Show me where and I will buy them all!!!!!!

Stephen Young

We thought the same thing, Stephen! The prices are from Redbook but we can't go making up our own prices even if we think Redbook's not in the ball park.

OUR NEXT INTERN

My name is Corey Daillidis and I am curious to know how I would get a job after testing the latest bikes for Australian Dirt Bike magazine.

Riding dirtbikes has been a major part of my life, as I started to ride as a seven-year-old and still ride 11 years later, getting a job where I could ride dirt bikes then write a review about them would be a dream come true, I read your magazine every month

and just love it so I wish that I could be a part of your team one day.

Corey Daillidis

G'Day Corey, That's awesome to hear you want to be a dirtbike journo. We are few and far between, which means jobs are rare. The best thing to do is practice your journalism.

That means lots of writing. Work on your grammar, vernacular, punctuation, spelling and, of course, story telling.

Believe it or not, it's more important to be fluent as a journalist than handy on a dirtbike – we can teach anyone to ride a bike but teaching someone how to write if they don't already have the relevant skills is nearly impossible.

Keep the dream alive, mate!

INSTAGRAM RAMBLINGS



@JEMYW

The Transit is looking super flash thanks to these two fellas from #TrademarkSigns!! Brilliant work as always Jarrod and Mick!! @foxheadaustralia @yamahamotoraus #thebrandpeople #stickers #jemmawilson



@PROMOTOCROSS

@ryandungey at 2014 #BuddsCreekMX. #ProMotocross is off this weekend but see at Budds on June 27th. #ThisIsMoto @mattymatrace



@MATTHEWPHILLIPS19

Great to have so many fans out at the test track today, they gave my bike the thumbs up, so now all I've gotta do is ride the wheels off it. @ride100percent @fisthandwear @airohelmets @acerbisitalia @podmx



@JUSTINBARCIA

Suffer fest last night. @monsterenergy @alpinestars @gtbicycles @rideshimano



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WILDCAT SOUND

A mate told me of the article you had on the Parilla Wildcat in your last issue (#429). It was Phil Dolan's bike, if I'm not mistaken. Anyway I believe you were asking for an earful of the note that comes out of that megaphone exhaust. Would send you a video by email but the file's too fat to go down the line. I have it up on my Facebook page, so if you want a peek and a song from that pipe that's probably the best way.

Regards, Chris

SAND MONSTERS

Just a reminder to everyone riding on the beaches to watch out for soft patches at speed. I was doing the "speed limit" when I hit a soft patch and the bike dug in bad and flipped me over the 'bar. After a coupla flips, the bike landed on me, burning my leg and giving me a compression fracture to my L1 vertebrae.

I had three months off work and two weeks lying flat in bed.

It was a beach I have been

riding on for over 10 years so it just goes to show how suddenly things can change.

Nathan Kraft Single

YAMAHA TWINS

Hi there,
Just had a quick question about the article comparing the new Yami 250Fs (ADB #428). Was there much of a difference in terms of getting used to either bike or did they feel somewhat similar? I've got a 2014 YZ250F and want to get a 250FX for off-road racing. Would it be a big adjustment in your opinion??

Michael Bowes

Not at all mate. They're almost identical in the ergonomics department. If you're switching from a YZ250F to a YZ250FX you've just got to remember you've got an extra gear and the suspension will be slightly more forgiving. The performance of the YZ250F and YZ250FX will feel largely the same in stock trim. It's the WR250F that has the significant power difference.



The YZF and FX feel very similar

OFF OUR FACE

Here's a taste of the most popular items off our Facebook page this month. Be part of the ADB community and follow us at: facebook.com/adbmag

GREAT COVER

Lee Hogan tests Chris Hollis's Yamaha YZ450F off-road weapon in ADB July #430.

Geoff Sullivan The FX450 gets here.

Hayden Braun You guys have the best covers

Adrian Whittaker Great story on Kowen Ride inside



JOINT WIN

Graham Jarvis, Jonny Walker, Alfredo Gomez and Andreas Lettenbichler have been declared joint winners of the 2015 Erzberg Rodeo in Austria after helping each other through a near-impossible section. Crazy stuff!

Peter Doolan Do the right thing ADB and give this event the full review it deserves. I watched the full four hours of it and it was unlike any race I have ever seen. So please, ADB, cover it properly.

Simon Hutchinson I watched it and it stopped being a race in Downtown. For it to be a race they need to be able to ride the track!



KOWEN TRAILS

KTM's Toby Price is King of the Desert for the fourth time, crossing the line ahead of teammate Tye Simmonds and Yamaha's Josh Green at the 2015 Tatts Finke Desert Race in Alice Springs.

Michael Sewell Well done Toby.. you have worked so hard to get back to where you are.. near death experience.. big congrats to you mate

Rudy Golian Too good.

Jimmy Cotton Well done toby.



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COME FLY WITH ME

It has been another crazy, action-packed month full of twists and turns here in the USA and, at the moment, I feel like I am taking one step forward and two back. My results have been mixed and I can't just blame the bike, I feel like I also am struggling a bit.

While we are moving forward with some things we are not making headway in others, which is really frustrating. I was super excited to hear that the Aus-X Open Supercross in Sydney has been extended to a second night.

It is a massive win for the sport and also for the fans so I really hope to see as many of you there, as possible. By now I am sure you have all heard a little bit about promoter MX Sports preventing me from running a 360fly camera during the Lucas Oil Pro Motocross Championship.

While I understand the series needs to deliver a return to its sponsors, teams like TwoTwo Motorsports rely on sponsorship to race week in, week out and this sponsorship provides a

substantial part of our operating budget. TwoTwo Motorsports is a family business run by Ellie and I. We are not a factory team, we are not selling products like Pro Circuit and we are not out there making millions. We are out there trying to go racing and love doing what we do, but at the moment I feel like we are bashing our heads against a brick wall.

This camera deal is worth a lot of money to me and if I can't wear the gear it is a bit of an issue. We are not after content from the races, we just want to run the camera to give them some visibility, like we would for other sponsors.

When you look at it logically, we race in a Supercross championship sponsored by Monster Energy and Ryan Dungey is up on the podium with a Red Bull can. I won't stop trying to get the promoter to see common sense on this issue. It is extremely frustrating, as we all know it is not easy to secure sponsorship in the current economic climate.

Do yourselves a favour though and make sure

you check out the incredible footage from the 360fly camera at www.360fly.com. Before now, there were only single point-of-view cameras and I have to say, from what I have seen, the 360fly is an industry game changer which opens the door to a whole new world of possibilities. One of the things I really like is that you don't have to get a computer to download, edit and share the footage. So jump online and check it out for yourselves.

I don't have much more to report in terms of racing, we have had a bit of a run of bad luck. My teammate Josh Grant is out at the moment with a knee injury. He has had minor surgery and we are hoping he will be back racing in a couple of weeks.

On a final note, congratulations to Toby Price on another Finke Desert Race win and the NSW Blues for their victory in State of Origin Game Two, bring it home boys, you got this!

This would look great on a 360fly camera

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FACTORY TEAM,
WE ARE NOT
SELLING
PRODUCTS LIKE
PRO CIRCUIT AND
WE ARE NOT
MAKING
MILLIONS**





EURO INFORMER

JEMMA WILSON

SO MANY ADVENTURES

Hey, everyone. Today is a crazy day for me. I need to unload the van and wash my YZ250FX from the weekend's racing at the AORC round in Qld, pack for Belgium (I leave tomorrow), organise a bunch of stuff for some fundraisers so I can afford to get back to Europe for the ISDE, gym work, general paperwork... and my fiancé and I are going to try to squeeze in a quick lunch date for our nine-year love day (anniversary). So just a regular day really. Ha ha.

Since the season kicked off in early February, things really have gone from busy to super, OMG crazy. Racing the AORC and the WEC is massive. Last month, in consecutive weekends, we raced Spain, Portugal, Adelaide and I tell ya, I was pooped. However, I love it, and all this hard work and effort is paying off.

I am currently fifth in the World Enduro Championship, even after a DNF. At round three in Portugal I fell off in a river and drowned my WR250F. I couldn't get it going again, plus I'd already busted the chainguide off the swing arm and it was only a matter of time before I derailed my chain again – there were so many rocks!!! So I sat on a rock wall dripping wet with a few old Portuguese folk who gave me food and wanted

to give me some dry socks. Then I waited for Jon to find me.

For round four I took the bridge over the river (don't laugh, I didn't think we were allowed to use it) and finished fourth, just like the first two rounds in Spain. A highlight from this year is definitely getting all three cross special test wins in round one. I had never won a special test at the world champs before so I was pretty damn happy to beat Laia Sanz three outa three!!

The wins may be my race highlight but riding with Ivan Cervantes in his home town in Spain before the opening rounds was by far the highlight of ... my life so far. Haha.

Ivan has five World Enduro Champs to his name and a Super Enduro World Championship as well.

He knows a thing or two about racing enduro and was more than happy to tell me a few of his secrets. Jon and I thought that he was brilliant before we stayed with him and his family but now he has been elevated to pretty much god status!

My AORC season also took a nice turn at rounds seven and eight. Before the weekend, I was tied for third with fellow Yamaha rider

Emelie Karlsson after a fourth in the Hedley cross country, following an issue with an aftermarket radiator cap, and another couple of fourths in SA, because I wasn't as fast as the other girls in the deep sand.

With Jess out of the Wyalong, Qld, rounds with injury, I was happy to take second both days and move up into second in the championship with four rounds to go.

Only four points in front of Jess, though, so I am going to have to put in some extra hours on the bike to try to keep ahead. Also, the last round of the Qld championships was tied in with the AORC and I took the win, which makes this my seventh Qld No.1 Plate!

Apart from all this world travel and dirt biking I have also continued speaking at local schools. The more I do it, the more I love it. I am up there talking about the same stuff the kids' teachers and parents talk about every day, but because I have rolled in with a dirt bike I have their attention 110%.

Well, I better get packing. Remember to keep an eye on my whirlwind shenanigans on Facebook (Jemma Wilson) and Instagram (jemyw)!

**SO I SAT ON A
ROCK WALL
DRIPPING WET
WITH A FEW OLD
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FOLK WHO GAVE
ME FOOD AND
WANTED TO GIVE
ME SOME DRY
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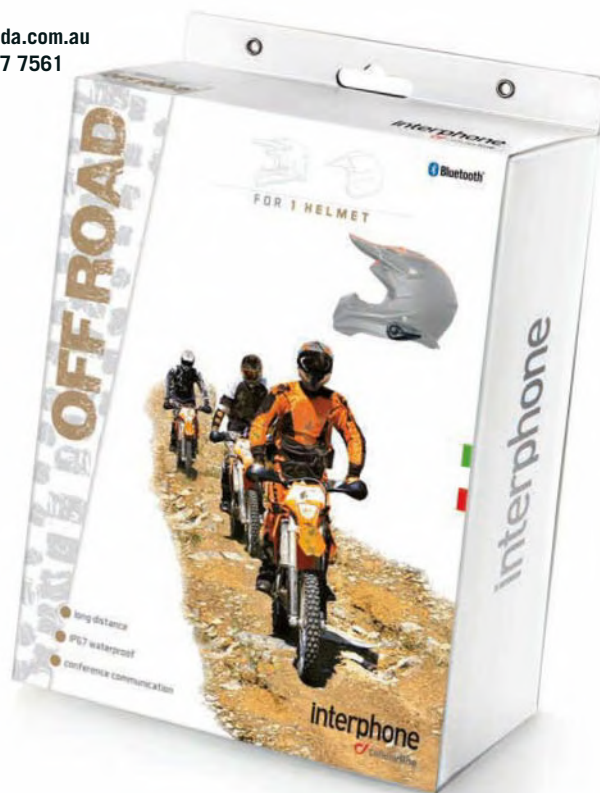
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Sometimes it's just not practical to wear multiple layers of clothing to stay warm, that's where the new range of heated clothing from Aussie company AVADE is perfect.

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16



SWEET

16





KTM hasn't just played with the details, **Lee Hogan** says next year's line-up is set to impress

KTM chose Ironman Raceway in Crawfordsville, Indiana to launch its 2016 motocross range. The picturesque USA track will be used next month for the final round of the Lucas Oil Pro Motocross, so it was a fitting venue.

The orange carpet came out for the Australian media, which made the experience all the more enjoyable and, more importantly, made the mammoth amount of information easier to digest. KTM has almost completely changed its motocross range, so it'd be easy to feel swamped.

From Melbourne, it took four flights and 28 hours to get to Indianapolis. After meeting our host for the trip, KTM Australia marketing manager Greg Chambers, it was time to hop in the rental van and head for the hotel.

That night at the official dinner, we met a lot of the development team and the big boys who have been instrumental in piecing together KTM's racing program. The evening was chilled, with plenty of laughs – none of the prim-and-proper lectures I was expecting. But an early start the next day meant it was an early night for jetlagged Aussies. After all, we were preparing to tackle some of the biggest jumps I've ever seen in my life.

Happily, I slept to 6.30am. The rest weren't so lucky – they were wide awake from around 3am. Shouldn't feel smug but then again ...

After a half-hour drive we pulled up next to a massive marquee alongside the KTM semis. The venue looked like a cross between an AMA event and a tourist brochure – the greenest of grass and the tallest of trees surrounding an undulating track that'd been prepped and watered just for us.

My butterflies started to flutter, a sudden reminder of racing days many years ago.

This was going to be a day to lock into the memory banks.

But before turning a wheel, we had a quick talk from the KTM design crew, who explained the differences in the new range piece by piece. From their enthusiasm, you could tell

WORDS // LEE HOGAN PHOTOS // SIMON CUDBY

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RANGE, IT'S MOST
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THE BOTTOM END**



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Cooling	Liquid
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Fuel tank capacity	7L
Transmission	5-speed
Clutch	Wet multi-plate hydraulic
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Seat height (mm)	960
Ground clearance (mm)	370
Dry weight (kg)	99.9/101.4/101.9
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Rear	Dunlop Geomax MX32
PRICE & CONTACTS	
RRP	\$10,995/\$11,695/\$11,995
Distributor	ktm.com.au
Warranty	3 months parts

2016 KTM 125/250SX	
ENGINE	
Type	Single cylinder, 4-stroke
Displacement (cc)	124.8/249
Bore x stroke (mm)	54/54.5, 66.4/72
Cooling	Liquid
Compression ratio	N/A
Fule management	Keihin PWK
Fuel tank capacity	7L/7.5L
Transmission	6/5-speed
Clutch	Wet multi-plate hydraulic
DIMENSIONS	
Wheelbase (mm)	1485/1495
Seat height (mm)	960/992
Ground clearance (mm)	375/385
Dry weight (kg)	89.2/95.9
SUSPENSION	
Fork	WP 4CS USD
Shock	WP monoshock, linkage
BRAKES	
Front	Brembo 260mm disc
Rear	Brembo 220mm disc
RUNNING GEAR	
Handlebar	Neken
Front	Dunlop Geomax MX32
Rear	Dunlop Geomax MX32
PRICE & CONTACTS	
RRP	\$9995/\$10,995
Distributor	ktm.com.au
Warranty	3 months parts

Main: KTM has focused on mass centralisation
 1. Dry clutch, not
 2. We keep 4CS
 3. Softer spring



how much they had personally invested in the project. No change was announced without an in-depth explanation as to why it had been implemented.

Notes were diligently taken and then we were gearing up in the humid Indiana climate, trying our hardest to beat the storm expected later in the afternoon.

Before my first ride, I tried to digest all the major changes on the new models while also recalling riding the 2015 bikes, to really give an accurate opinion.

The direction that KTM has chosen is really quite simple. It has lightened each machine dramatically while centralising mass, and giving the bikes more horsepower. So that's more power and better handling.

KTM has stuck with the 4CS fork – albeit with different valving – as opposed to KTM's European models which have changed to an all-new WP air fork. Shock length has been shortened, with an altered linkage ratio allowing a much softer spring rate.

The sub-frame is a lot shorter than the previous model – part of that weight-centralising effort – and the footpegs have been altered to prevent them getting jammed with dirt and stuck in the upright position.

The handlebars are rubber mounted to minimise vibration, and KTM has partnered with ODI to create a lock-on grip system that doesn't need wiring or gluing. The bodywork and seats are 10mm lower right across the range. The radiator shrouds gain built-in braces designed to absorb huge hits and prevent the radiators being crushed or bent.

450 SX-F

Having studied the changes, it was time to grab a bike to do some warm-up laps. I went straight for the 450 SX-F, knowing I'd be most comfortable on it.

After a few laps sorting out the jumps and learning which way the track went, I felt immediately at home on the bike. Even in that early session it was really easy to figure that, while KTM had kept the brute horsepower of the 2015 450, it had successfully smoothed out the power delivery to suit the majority of riders.

The bike is a lot easier to ride at high speeds for longer periods. Words such as user-friendly, smooth and predictable come to mind with the new model. I was a massive fan of the monster 2015 engine and the adrenaline rush it delivered when punching out of a corner and, while the new model has been tamed ever so slightly, it still has a huge amount of mumbo.

The suspension worked well and I was impressed with the



1

1. Lee had to stiffen the front
2. No problem getting airborne
3. Increased agility is evident



MICHAEL SLEETER, KTM USA TESTER


I caught up with Michael Sleeter to find out why the USA stuck with the WP 4CS fork instead of switching to the new WP air fork that will be used on the European production bikes.

"The North American R&D group has been using the WP 4CS system since the release of the 2014 Factory Edition 450 and we have seen great results, with improved handling and comfort compared to the older bladder fork. The European-spec models will continue with the WP bladder fork until the release of the new air fork for 2016.

"Our group was making great strides in improved settings from feedback from the market, magazines and racers. We felt that we were moving in the right direction after the release of the 2015 Factory Edition and that we

2





Lee plows another furrow
across Crawfordsville

new shock and linkage. The rear end tracked very well and handled the massive hits on this track without issue – it's an improvement over the 2015 rear end.

The 4CS fork was the only part of the new bike I had to play around with a fair bit. I weigh 90kg without riding gear, so I'm a solid 10kg heavier than the average rider these bikes are designed for. The combination of the track's massive jumps and the softish forks meant that even with the compression clicker wound all the way in, I was bottoming out on the big take-off and landing ramps, and even some of the smaller jumps.

KTM revamped the 4CS fork for 2016, aiming to eliminate a 'spike' in the mid-stroke. It has successfully done that, but it's come at a cost, with heavier and faster riders blowing through the stroke on big hits. Aside from that, the fork tracked well into choppy corners and was nice and stable on the high-speed Ironman Raceway straights.

The new frame geometry and centralised mass is noticeable out on the track. It feels slightly more agile than the older model and you can really throw the bike around in the air. For me, the highlight of the new 450 was the smooth delivery of its enormous power. When you combine this with the more agile handling characteristics and the best production front brake in the paddock, you have yourself one very competitive open-class machine.

THE 250 SX-F IS MUCH IMPROVED, WITH A DECENT POWER INCREASE THAT IS REALLY NOTICEABLE

350 SX-F

In the past, the 350 was in no man's land. While it slotted in somewhere between the 250 SX-F and the 450 SX-F, a lot of people struggled to ride it properly. You couldn't ride the wheels off it like a 250 but neither could you torque your way around the track as you could on a 450.

For 2016, the model has finally found its feet. KTM has added enough low-end horsepower so you can ride the bike in a similar way to a 450. The extra power is extremely noticeable; almost everyone commented on it. For the first time, I really enjoyed myself on the 350.

Watching Ryan Marmont flying around the track, I could see just how competitive this bike could be in the right hands – say, an MX1-class rider who's a bit lower in weight and strength but has finesse and throttle control. The bike is also well suited to a weekend warrior who's a touch too heavy for a 250 four-stroke but values their life and weekly income too much to risk a 450.

The 350 shares the handling characteristics of the 450, although the fork issues weren't anywhere near as noticeable on the 350. I was still bottoming on landing ramps but not on the take-offs.

The torquey engine and nimbleness made it a lot of fun to ride and the highlight was the chassis and suspension



3

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It was the take-offs and landings that 90kg Lee had trouble with



IT FEELS SLIGHTLY MORE AGILE AND YOU CAN REALLY THROW THE BIKE AROUND IN THE AIR

1. Pivot turns are sweet
2. The 'pegs won't jam



package – through the tighter sections of the track, I could really feel the new direction the KTM engineers have gone with centralising the weight. The new footpegs (stock on the full range) don't jam up at all when railing ruts, which really blew me away. During a rut photoshoot, I was expecting to find the 'peg jammed up with dirt but no matter how hard I tipped the bike in and scraped the 'peg, it always returned to the original position. That said, I'd like to see slightly wider 'pegs like a lot of the other manufacturers are using, to add surface area when casing a jump.

Overall, the 2016 350 SX-F is a big improvement in almost every aspect and should be a legitimate consideration for the right type of rider.

250 SX-F

For me, the 250 SX-F is the most-improved model. On paper it's had a decent power increase and that really is noticeable on the track. While grunt has been increased right through the range, it's most noticeable in the bottom end. This was slightly lacking in 2015 when compared to its mid- and top-end.

The engine complements the chassis and suspension, really allowing you to charge the technical parts of the track. The shock worked very well and inspired confidence – I found myself keeping the front wheel nice and light while trying to make the rear do most of the work simply because it would handle anything that I could throw at it.

The standard valving and spring rate in the



AGGRESSIVE AND LIGHTER CHASSIS SEEMED MORE NOTICEABLE ON THE 250

Main. Lee refused to crash to test the handlebar mounts

1. Waterproofing workout
2. Finding happy medium



The lighter bike allows the fork to sit up higher in the stroke and, for this reason, I chose the 250 to hit the big quad jump for the first time. Once I had the jumps dialled, I could wind the compression out a few clicks (to around five) where I found a happy medium to deal with the big hits as well as smaller braking bumps around the track. However, I'd still need a valving spec put into these forks to be able to fully charge around a track.

The more aggressive and lighter chassis seemed more noticeable on the 250 because of the way you attack the track on a smaller bike. The more centralised mass worked well on jumps and in deep ruts, where the older model needed to be forced a bit more to get a reaction. Logic tells you that all this extra aggression in design should slightly compromise stability but I didn't notice it.

To me, the 250 is the most complete bike in the new range, its highlight being the hugely improved powerplant.

WHAT'S NEW

1 SHOCK/LINKAGE

The changes made to the rear ends of the bikes we tested were very noticeable. Right the way through the range, from the 125 up to the 450, it was clear that the rear shock performed well in all circumstances.

2 4CS FORK

A valving modification designed to rid the 4CS fork of its harshness mid-stroke has been successful. However, for heavier and faster riders this has come at the cost of reduced bottoming resistance.

3 MASS CENTRALISATION

These changes have been in the works for a long time and they're a definite improvement: aggression has been added to the package without sacrificing stability.

4 RUBBER-MOUNTED HANDLEBARS

Rubber mounting has achieved what was intended – decreased vibration through the handlebars. The only downside of rubber-mounted 'bars is that, when you crash, they are prone to twisting. I didn't test this particular aspect of the new bikes but it'll be interesting to see how they react to a decent crash.

5 FOOTPEGS

The new footpeg technology works very well and it would be great if other manufacturers follow suit. The idea was to prevent 'pegs jamming when dirt gets forced into the mounts and it successfully achieves this. Slightly wider 'pegs would be nice though, especially for supercross.



125 SX

KTM's 125 has had a complete makeover to match its big brother four-strokes. The mass centralisation program has been shared with the 250 – and with good reason. The 125 SX owns a huge share of the junior motocross market worldwide and KTM realised that this was a bike that needed plenty of attention.

The engine has had an injection of horsepower through the range and the changes to the chassis and suspension are noticeable on the track. While some of the changes were less noticeable than with the four-strokes, you could definitely feel the extra horsepower and slightly more aggressive handling.

The power comes on nice and strong right off the bottom and flows well into a strong mid-range and terrific over-rev. The suspension is set up on the soft side – as you'd expect for this market – but the handling characteristics are aggressive and the bike loves to be pushed to its limits. **ADG**

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WORDS // **JAKE STAPLETON** PHOTOGRAPHY // **JEFF CROW**

LEAN MEAN & RACIN

**MX1 POURS
HONEY OVER
THE RMX450Z
AND JAKE
STAPLETON
LAPS IT UP**

Supplying the local market with an ADR-compliant RMX was a no-brainer, even though Suzuki had to jump through hoops to make it happen. Now the company has gone a step further by letting the boys at MX1 in Blacktown, NSW, take the machine to the next level for the Australian Off-Road Championship.

We already knew that the yellow beauty was ready to shred the trails and that dirt riders would have a blast on it but we also wanted to see what the bike would be like in race trim. All it took was a few phone calls and we were booked for a day in the saddle of Trent Lean's MX1 Australia weapon.

The MX1 team of Trent and Luca Bussa had only returned home from the third and fourth AORC rounds a couple of days before so, apart from a good scrub, the RMX had not been touched. Trent mentioned that he had been happy with his settings given how tough the rough, sandy and whooped-out course at Hedley, Vic was.

With the bike's sand set up in mind, we chose to test the bike at a very well used/rough-as-guts sand track in the Hunter Valley. With plenty of wet weather in the lead up, we found primo conditions.

SUPERMODEL

After rolling out the RMX and having a good look, it has to be said that the MX1 version is the supermodel of the enduro bike world, and I'm not talking about funky, modern-day supermodels. I'm talking about the glamorous type that jealous folk label as "that obvious kind of beauty," somehow inferring that we might be interested in a less obvious kind; in other words, fugly.

Needless to say, the Suzukis have always looked good, but the bling piled on the MX1 RMX certainly helps to make it pleasing to the eye. Some of the external products bolted to the RMX include a trick-looking Acerbis headlight, handguards and plastics carrying Blackbird Racing graphics and one of their seat covers. According to the team, the two-tone Kite rims and billet hubs don't only look the goods but also provide strength.

I think the Suzuki range has the best ergonomics out there, everything just feels right. Sitting on the MX1 bike places you in the ideal riding position and the grippy seat cover and seat hump (which is just a chunk of mousse tube underneath) makes it easy to keep your weight forward.

The relationship between the seat, footpegs and handlebar feels roomy and allows you to move over the bike with ease. I have to admit I wasn't really a fan of the handlebar bend or its rolled-back position but this is a one of those personal preferences that works for Trent and, in the big scheme of things, is a minor detail.





1. This sort of terrain was a piece of cake
 2. Trent runs his handlebar rolled back
 3. Jake likes the RMX's stock ergonomics
- Main: Heavy erosion is not a worry

RMX450Z

TEAM PLAYERS

The MX1 Australia Suzuki RMX450Zs have made a great start to the AORC with new-signing Luka Bussa sitting sixth in the extremely competitive E2 class after the first six rounds at Kilkivan, Corner Inlet and Wanbi. Bussa has put together a string of top-10 placings to be sitting on 80 points and is 21st overall.

Team manager and rider Trent Lean, whose bike we tested, has made a dominant start in Masters with three wins, two seconds and a third from the six rounds on his RMX450. The reigning Masters class champion leads by 10 points from Queensland's Robert Day and Ian Jenner with his 'home' rounds in NSW still to come.

"We are so pleased to have Suzuki Motorcycles supporting the team again for this year," Lean said. "The new RMX450 has exceeded our expectations during pre-season testing which has been great.

"Literally all we have done is set the suspension for each rider and they are ready to take off-road racing."

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It has to be said that the MX1 Suzuki is the supermodel of the enduro bike world

THE RIDE

It took me a very short time to feel at home on the MX1 RMX when compared to many other factory bikes I've been on. Most factory kit carries major ponies and serious aggression. Unless you're in a pro racer's physical condition, these characteristics tend to destroy your confidence very quickly and well and truly put you in your place.

The MX1 bike has an extremely smooth power delivery which allows you to ride it hard pretty much from the get-go. The engine almost has the creamy characteristics of an older-generation four-stroke but still has plenty of pull through the bottom-end and a decent amount of power through the mid to top-end when you want to give it a handful.

Trent has left his engine almost completely stock, barring a Yoshimura power bomb header and he tends to go back and forth between RMX and RM-Z mufflers depending on the conditions. The bike had the RM-Z muffler and stock header when we tested, which Trent said gives more mid- to top-end power and suits terrain where you can be more aggressive on the throttle.

I would imagine that even with this set up

the engine could be a little too soft in the mid-range when you're riding in extremely tacky conditions. When you consider the different range of terrain and conditions that we race on these days, this set-up would still be more beneficial than detrimental.

The other major factor that makes the Suzuki Off-Road team bike so easy to gel with is the stable and supple suspension. Trent mentioned that it took the team a bit of time to get a handle on the RM-Z Showa air fork but they seem to have it dialed now.

I was really impressed by how well the fork responded to small bumps, rocks and tree roots. The initial part of the stroke was so soft that I could just smash through any gnarly sections without any worry about deflection or getting off line. At the other end of things, the low-speed compression was still stiff enough to handle the big hits when slamming through the sand whoops or landing off big drops-offs or single jumps.

As I mentioned, the bike was set up for sand, which made it very predictable and stable at speed. Of course this setting also seemed to exaggerate the bike's heavy feel when riding tight singletrack.



Jake took the opportunity to practice for Erzberg

RMX
450Z

I was really impressed by how well the fork responded to small bumps, rocks and tree roots

There were a few occasions where I got off-line through singletrack which, barring rider error (I'm sure there was plenty), I think mainly came down to the bike being too hard to tip from one side to the other in the tight and twisty sections.

This is almost always a compromise you have to make when setting up a bike for sand, where stability is the priority, but even after taking this set up into consideration, I think the bike is a little on the chunky side when compared to some of the other factory bikes I've ridden.

The Works Connection clutch assembly was another impressive feature that helped reduce arm pump and allowed me to push harder for longer. Both front and rear brakes did their job without any issues.

I tend to ride the rear brake, especially when riding sand, and Lean's one didn't screech or boil the fluid. This bad habit means I don't tend to need as strong a front brake as other riders so, to be honest, I can't really say if the oversized Kite disc fitted was much of a benefit for me. I'm sure if you're using the front brake as much as you should this would improve the feel.

CONCLUSION

Let's face it, for most of us out there a 450 is a lot of bike to attempt to hang on to at speed, especially when we're on the hunt through the bush. That's exactly what the MX1 team has

kept in mind when setting up their race bikes for 2015. The team has turned a high-performance trailbike into a modest race bike that will allow any rider to get serious, even when slamming through the rough tracks on the AORC circuit.

When we are talking about 450cc machines that have bottomless grunt and endless straight-line boogie, a smart power delivery paired with stable and predictable handling is the key to getting race results, and that's exactly what Team Yellow has delivered.

Overall, I'd say that the MX1/Suzuki Australia team is right on the money with its RMX450Z racer. **ADB**



The engine has creamy power characteristics

MIX & MATCH

Trent Lean has been piloting the MX1 Australia Suzukis for the past four years. During that time the crew has used both the original (non-ADR compliant) RMX450Z enduro and the RM-Z450 motocrosser but, for its fifth season, the team has moved to the new road-legal version of the RMX.

The four years of switching back and forth between models have enabled the team to pick the eyes out of both models. With a bucket load of testing and data, the team has all the experience and know-how needed to get the most out of its race machines.

The engine is stock except for airbox mods to improve flow. Trent switches between stock, RM-Z and Yoshimura powerbomb headers and the stock and RM-Z mufflers depending on conditions at the AORC rounds.

Jay Foreman at RG3 Suspension put in heavier springs front and rear and revalved the set-up to Trent's specs.

TRICK BITS

- RK 0-ring chain
- JT Racing sprockets 13/49
- Tommaselli tapered handlebar
- IMS 10-litre plastic petrol tank
- Metzeler tyres and Mefo mousse tubes
- Kite hubs and Excel rims
- Works Connection easy-pull clutch
- .49 fork springs and 5.7 shock spring
- RG3 four-post top tripleclamp
- Domino 'half-waffle' handgrips
- Acerbis disc guard
- Acerbis Vision headlight
- Acerbis X-Force handguards
- Acerbis chainguide and slider
- Blackbird Racing Zebra seat cover
- Blackbird Racing graphics kit

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It's not often we get to put together a feature just for them. The last time we did something on this scale, in this genre, was back in 2012 in issue #397, when we compared a range of ATVs and agricultural two-wheelers, with some interesting results. As was the case then, this year's test involved a bunch of unusual scoring criteria aimed specifically at farmers. The goal was to decide which form of transport was the best: ATV, dirtbike, horse, side-by-side or four-wheel-drive ute.



Yamaha Viking SxS



Stock stockhorse



Nissan Patrol ute

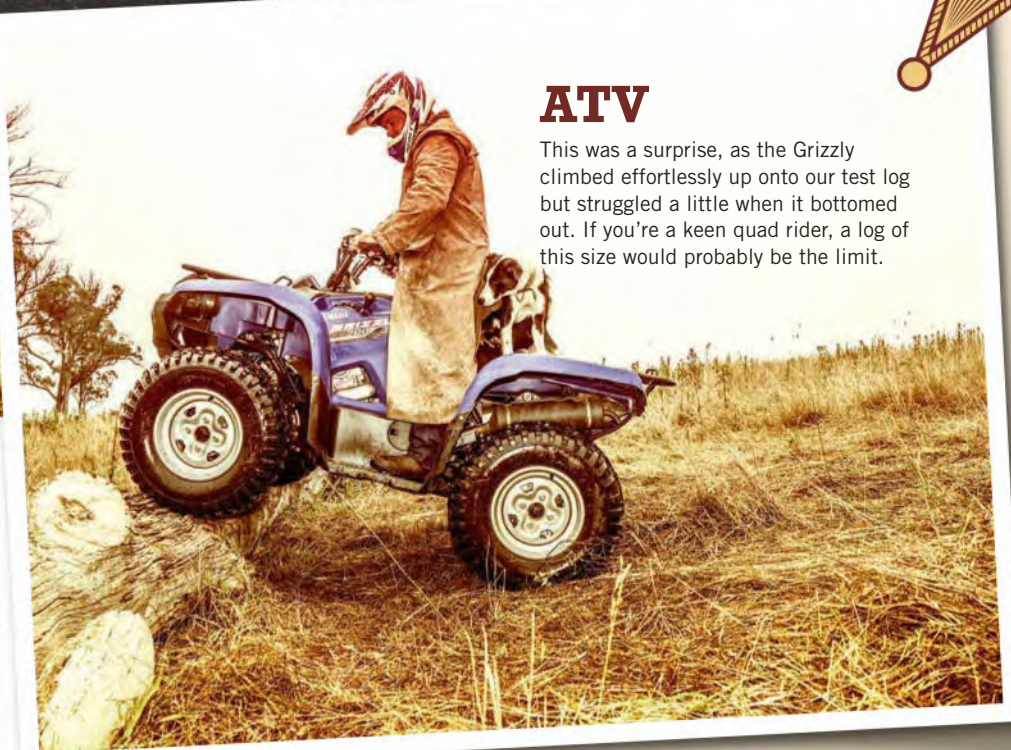
OBSTACLES

Getting over or around debris in a paddock or on a trail is crucial for farmers in rough country



HORSE

If you're a decent rider and have the right horse, there aren't many obstacles that will get in your way. That being said, jumping a horse downhill is not as easy as it is going uphill and, depending on the horse, it can be quite difficult. Remember *The Man from Snowy River*?



ATV

This was a surprise, as the Grizzly climbed effortlessly up onto our test log but struggled a little when it bottomed out. If you're a keen quad rider, a log of this size would probably be the limit.



DIRTBIKE

This was the RMX's time to shine. Most of us can hop a log with a dirtbike and, even if you can't, you can just drop the clutch and send it ghosting over the obstacle and then pick it up on the other side like Dylan. Or, if you're strong enough, just skull drag it over!



UTE

Unless you're 4x4 looks like this monstrosity, logs any higher than the sidesteps will give you grief. Even for this beast, which doesn't have any, the log was too high. Luckily there's room for a chainsaw or two in the back.



SxS

As expected, this was the side-by-sides Achilles' heel. With minimal ground clearance and a long wheelbase, getting over obstacles was tough. Still, it was better than a golf buggy.



AGILITY

Chasing cattle or sheep is a daily exercise for farmers, so having transport to keep up with them is essential



HORSE

As on the obstacle test, the horse shone with its agility. The bonus of being mounted on a horse is that you can let the horse spot hidden obstacles while you focus on hanging on!



ATV

Four-wheelers have improved their safety features out of sight in the last few years but they still produce that tippy-toe feeling when cut too sharp. Just make sure your weight is where it needs to be and you will be fine. Good, but not great. It can plough over rocks though!



SxS

The Viking was the surprise packet here. Despite being long and wide, its turning circle was impressive. It could almost perform a full 360-degree without the inside rear wheel creeping forward. A surprisingly agile beast.



UTE

Forget about it. The body roll is one thing but when your turning circle is something like that of the *Queen Mary*, you know you're going to struggle to chase down a Brahman. At least, if the beast turns on you, the bullbar will keep you safe!

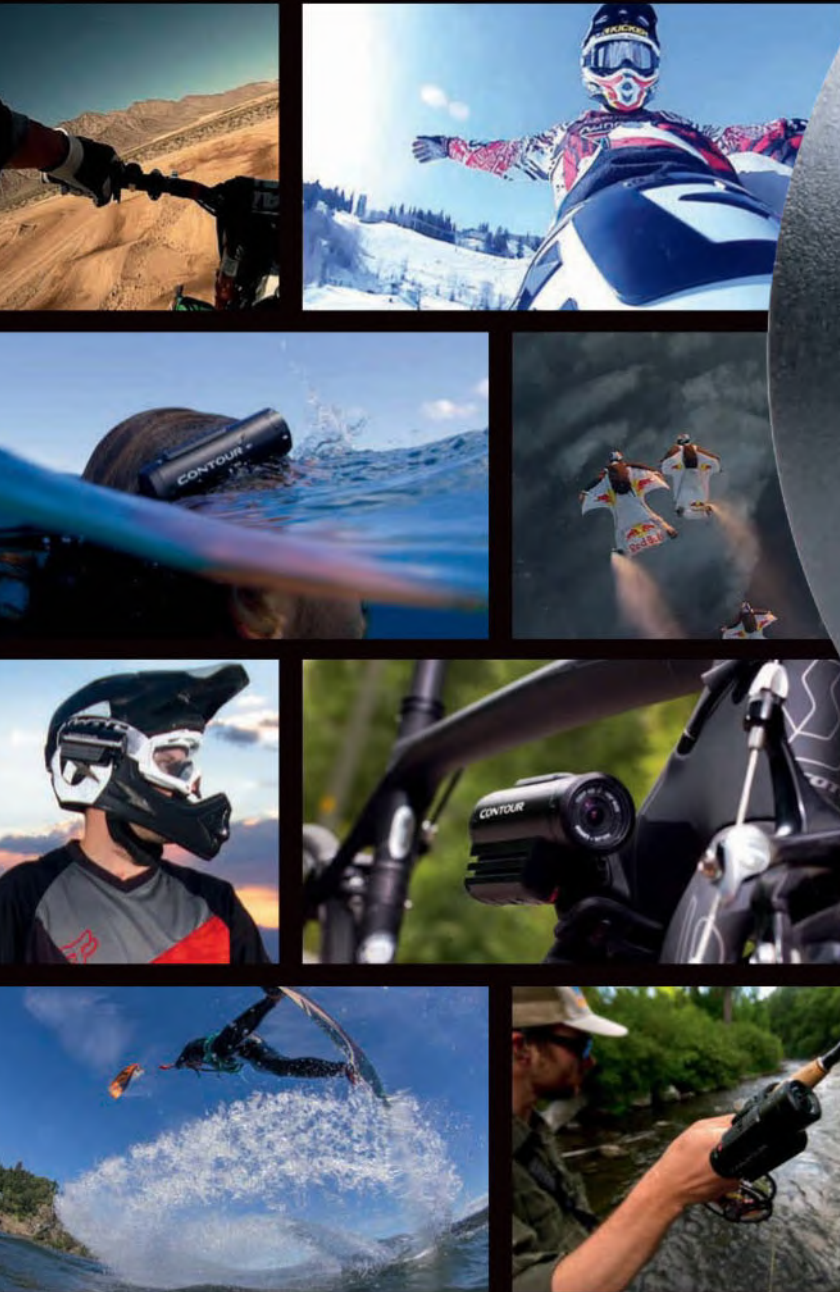


DIRTBIKE

If you're capable of spin turns, wheelie turns and railing ruts then the dirtbike is the most agile. Just keep an eye out when flying through long grass, as rocks and sinkholes will cause a nasty spill.

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CONTOUR
_SIMPLY BETTER



MAN'S BEST FRIEND

Space to carry working dogs is a must for most farmers with livestock

ATV: Plenty of room front and rear for dogs, providing they can hang on. A little trick is to screw rubber to the top of the rack so the dog can grip with its claws. Capable of taking three to four dogs.

DIRTBIKE: Not great at carting dogs but better than the horse. It is possible to bolt a crate or platform to the back of a dirtbike (especially ag ones), and the dog can dig its claws in and hold on for dear life.

A sack across the front, held between your legs, will help them hang on up front and leave a lovely pattern on your nice, new steel fuel tank.

HORSE: The pony's biggest downfall was its inability to carry stuff, especially dogs. If you've got a nag tough enough to endure a dog clawing its way on board then

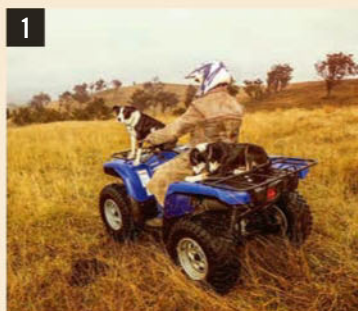
you're in luck, otherwise the dog better have thick pads on its paws or be able to run really fast.

SxS: Your best friend can either travel up front or in the tray. There's plenty of room to fit at least six mutts in the back and it's low enough for them to jump in. And, best of all, if they're annoying you, you can flip the beaut tipper tray and dump them out quick smart!

UTE: You know the movie *101 Dalmatians*, well even that many dogs would not take up the entire tray of 'Chattahoochee', the monster Nissan Patrol.

This was the truck's time to shine. There is loads of room in the back and you could bolt on cages or chain the dogs up. Just make sure you don't have a seven-inch lift kit like our pig rig.

1. Rubber goes a long way
2. With no carrier, the RMX is not ideal for dogs
3. Pull your claws in, boy
4. There goes the luxury, vinyl upholstery
5. Room for the family



THE FARMER'S MULE

I tried to take my dirtbike hat off for this test, even though it was a crash helmet, but I couldn't hide the fact that, with the right rider, the dirtbike is the ultimate farmhand. With technology improving every year on many dirtbikes, machines that used to be cumbersome, unreliable and difficult to master are now incredibly reliable and agile.

You can hop logs, cross rivers, climb tough hills, turn and chase cattle and even strap on a crate to haul the dog and chainsaw. Sure, putting the helmet on is annoying, the comfort level is quite low, and finding neutral to open gates plus a flat spot for the sidestand are annoying but in the end, for someone like extreme enduro rider Graham Jarvis (read most farmers) there's nowhere a horse would out manoeuvre a dirtbike.

The side-by-side, ATV and even ute were worthy challengers but were let down in the rideability

department. The Grizzly and Viking were impressive and vastly improved over old, dangerous ATVs and buggy-style, golf carts used by farmer in years gone by. The ATV was the biggest surprise packet and for our ace farmer, Aaren Neale, was the most versatile and capable of doing what he needed doing, given that his dirtbike skills are limited.

The horse was a close second behind the dirtbike but its lack of a decent luggage rack hurt its chances. You'd think by now, with genetic engineering they would have got this sorted.

So if you're a farmer thinking about what to buy next, work on your enduro skills and go with the dirtbike option, failing that plant your arse on an ATV with all the bells and whistles and plenty of grunt (like our test Grizzly) and continue making agriculture one of Australia's biggest businesses!

ON THE TOOLS

Carrying equipment will be one of the first things a cow cockie looks for when purchasing a farmhand.

ATV: Loads of room front and rear and, if you really want, you can strap a spray unit to the back.

DIRTBIKE: You can strap on the odd set of pliers, and we've seen dirtbike riders carrying chainsaws but a whole wheel of wire might be a touch tricky!

HORSE: Unless you've got saddlebags the horse is only useful for mustering, not fixing fences.

SxS: Comes in second in this category behind the ute. Loads of room in the tipper tray, enough for a few 40-gallon drums sitting upright.

UTE: Whether it's one tonne of soil or star pickets, nothing comes close to the ute when you're loading.



1. All the gears you need
2. The RMX climbs most things
3. Four-hoof-drive engaged
4. Forget steep gullies
5. The Patrol couldn't do it all



UP, DOWN, UP, DOWN

Depending on where you farm, hills can be difficult

ATV: The Grizzly had a low-range, four-wheel-drive mode which made climbing and descending a breeze. Plus the diff-lock helped with uneven hills. But if a gully is too steep it will not go where the horse and bike will.

DIRTBIKE: If you're a confident rider then not even a 12-foot wall should put you off.

Going up and down hills is the best part about riding dirtbikes and there aren't too many of those a dirtbike can't muster.

HORSE: The horse is probably a nose in front of the dirtbike in this category because you require little skill to go up or down, you've just got to hold on and let the

horse do the work. Its only downfall is the speed at which it does it. Horses don't like racing downhill, whereas dirtbikes do!

SxS: With a rollcage fitted, the side-by-side felt safer than the ATV but it would not climb out of narrow, steep gullies like the ATV, because the wheelbase is too long. It has low-range and four-wheel-drive mode but these things are designed for cow cockies, not extreme four-wheel-driving.

UTE: Most utilities won't go where this one will, but even the Nissan was caught between a rock and a hard place when asked to turn up this embankment.

WATER CROSSINGS

It goes without saying that the horse kicks arse in this department, but is it really a factor for farmers? The only vehicle to give it a run for its money was the Patrol with its air snorkel setup, but even that will get bogged eventually. The dirtbike, ATV and the side-by-side run their air filters at roughly the same distance from the ground so, as a general rule of thumb, if your arse is getting wet you probably want to reverse out of whatever you're getting into, quick smart.



GOING THE DISTANCE

If you work a large property, then a vehicle that can last all day without needing to be filled up is what you want. The only thing that will do that among our test fleet is the horse. It will go forever so long as there are a few blades of grass and a puddle of water. The ute comes close, with some modern ones clocking up 1000km on a tank, while the

side-by-side and quad will do most of a day's work without needing to refuel. The dirtbike is stuffed. Unless your farm hack is a BMW R1200GS Adventure with 30-litre fuel tank, of course (don't laugh, Geoff Ballard would do it). **ADB**



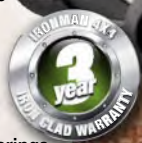


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How's the serenity...



WE'RE GOING TO BONNIE DOON

A tug of love erupts over KTM's latest adventure bikes

Adventure bikes have come a long way from the Dakar Rally-inspired machines of the '80s and '90s. Those bikes evoked images of the sprawling deserts and towering sand dunes that Dakar is famous for but had limited off-road ability. Today's hi-tech motherships are a far cry from those monsters. The term 'dual sport' is often used to describe them but KTM has added to the confusion by creating its own name for the category, 'travel-enduro'.

Last year's release of the 1050 Adventure and 1290 Super Adventure completed KTM's 'travel-enduro' range, which already featured

the 1190 Adventure and the 1190 Adventure R but had lost the popular 990. The 1290 is a more road-orientated bike than the 1190 Adventure and 1190 Adventure R and, carries more fuel.

But shouldn't all of them be off-road capable? When KTM offered us the chance to take the 1050, the 1190R and the 1290 for a two-day ride, we saw it as an opportunity to put each of them to the test. We just needed an excuse.

It was in the palatial ADB offices that the target was chosen. "Marysville to Kevington?" Done it. "The Murray River?" Done it. "North-western deserts?" Done it. "How about a trip around Lake Eildon," I asked. Mitch's

eyes lit up. "That's it! We're going to Bonnie Doon! Make it happen, Dylan."

The inspiration for the trip was the classic Aussie film, *The Castle*, and, in keeping with the theme, Mitch went out and bought a flannel shirt to immerse himself completely in the role of Dale Kerrigan.

KTM's Kevin Doyle arrived with the bikes on Thursday morning. He offered to come along and, as we needed a third rider, he was more than welcome. We geared up and began our journey north to Eildon, on the southern side of the famous lake.

Being my first foray into the world of adventure bikes, I gravitated towards the 1050, it being the smallest of the bunch. The



WORDS // DYLAN RUDDY PHOTOS // MITCH LEES & DYLAN RUDDY

amount of gadgetry took a bit of getting used to but I was immediately impressed with the power.

The 1050 is significantly cheaper than the 1190R and 1290, being the brand's 'entry-level' adventure bike in the absence of a 690cc version. The engine uses the same technology as the 1190, minus the giant kick in the butt. But for someone like me who hasn't ridden anything bigger than a 500 enduro bike, I found the power more than enough. One benefit of having less power is that the 1050 consumes less fuel.

The 1050 has traction control and a Bosch two-channel, anti-lock braking system. Plus several riding modes that can be selected, but unfortunately 'Off-Road' mode was not working during our test.

GRAVEL AT LAST

We headed through Lilydale and out into the Yarra Valley. We arrived in Eildon at lunchtime and made our way to nearby Jerusalem Creek for something

to eat. We still hadn't done any off-road work and I was a little nervous that I had failed in my mission to find some testing terrain for these machines. I knew the lake reasonably well, but I didn't know what off-road tracks surrounded it.

A burger and a beer at the Jerusalem Creek pub overlooking the lake had us raring to go. We set out with the aim of circumnavigating the lake in an anti-clockwise direction towards Bonnie Doon. Not long after lunch, we hit our first off-road section. Having never ridden big bikes off-road, I asked Mitch and Doyley for some tips. "It's 10% brains and 95% muscle," they told me, obviously not too hot on the maths. "The rest is just good luck."

We did a bike swap and I grabbed the key to the 1190R. Mitch jumped on the 1050 and Doyley took the reins of the 1290. He was a little nervous about what we had in store for the bikes, especially that one, and when Mitch attempted a hillclimb on a track called 'Pinnacle', Doyley stopped at the bottom and said "tell him he's dreaming" (see inset #4, right).

Dreaming he was. With the 'Off-Road' traction control mode not working, Mitch was stuck halfway up. I'd begun to follow on the 1190, but I left it in Sport mode; a

rookie error. Surprisingly the 1190 did pretty well and it only came to a stop when I had to change lines to avoid Mitch.

He managed to get the 1050 to the top. We switched the 1190R to 'Off-Road' mode and it climbed the rest of the hill with ease. By this stage, Doyley had taken off on the 1290 and was hightailing it to Bonnie Doon to get first dibs on the hotel rooms.

The Pinnacle Track got a little bit too gnarly and, with fading light, Mitch and I turned around and headed back to the road. One thing I learnt on the Pinnacle was how easy the 1190R cruised up each hill. Even in Sport mode, the bike did not struggle once and the suspension easily soaked up rocks, potholes and ruts. The 1190R is designed to be more off-road focussed than the standard model. Introduced in 2013, the 1195cc engine puts out an impressive 150hp in Street and Sport mode, but it is the dirt where this bike really excels. With 250mm of ground clearance and an Off-Road mode which allows you to take the bike virtually anywhere, the 1190R is designed for the true adventure seekers.

The 1190R comes with all the features of the 1050 and adds some cool things like tyre pressure monitoring (TPMS). While heated grips are optional, one thing that can't be added from KTM is cruise control.



**MITCH WENT OUT AND
BOUGHT A FLANNEL SHIRT
TO PLAY THE ROLE OF DALE
KERRIGAN**

KTM 1190 ADVENTURE R**ENGINE**

Type	2-cylinder, 4-stroke
Displacement	1195cc
Bore x stroke	105mm x 69mm
Cooling	Liquid
Compression ratio	N/A
Carburation	Fuel injection
Fuel tank capacity	23L
Transmission	6-speed
Clutch	PASC slipper clutch

DIMENSIONS

Wheelbase	1580mm
Seat height	890mm
Ground clearance	250mm
Dry weight	217kg

SUSPENSION

Fork	WP USD 48mm
Shock	WP monoshock

BRAKES

Front	2 x Brembo 320mm disc
Rear	Brembo 267mm disc

RUNNING GEAR

Handlebar	KTM
Front	Continental TKC80
Rear	Continental TKC80

PRICE & CONTACTS

RRP	\$22,995
Distributor	ktm.com.au
Phone number	1800 644 771
Warranty	2 years parts and labour

Main: Dale does a big skid

1. Information overload
2. The boys were travelling light
3. More room for gear
4. No, Doyley, I'm not coming down



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Castle-Block-Knobs (Shown in red)

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BRIDGESTONE
Motorsport

Many people have called for it on the 1190, so let's hope KTM listens up.

After twisting and turning along the Eildon-Jamieson Road, we finally made it to Bonnie Doon. Surprisingly, there was no sign of Doyle. Turns out he'd headed back to Eildon and taken the long way round.

Doyle finally arrived and we headed into the bistro for a meal and a few beers. There were a reasonable number of people in the pub for a Thursday night, with a few 'Dale Kerrigans' at the bar.

THICK FOG

The walls were covered with hunting trophies and *Wake Magazine* covers (Bonnie Doon is the home of *Wake* and *Waterski* mags.) Looking at all the memorabilia on the walls, old mate Darryl would have said, "these are going straight to the pool room!"

We were up bright and early but the sky was far from bright. A thick fog filled the air and temperature gauges on the bikes registered 3 degrees. It was here I made another rookie mistake. I went for the 1050 again as it was the easiest to tie my bag on. The problem was that the 1050 did not have heated grips and I soon learned that keeping your hands warm on a bike is hard work that early in the morning. My fingers were so cold that I was a little concerned about frostbite. Having done this before, Mitch did not hesitate in taking the

Kevin Doyle was rapt that we'd made it through the day without damage to the machinery

1290. With heated grips and a heated seat as standard, it is clear that the 1290 was designed with supreme comfort in mind.

After some breakfast in Mansfield, we made our way to the Delatite arm of the lake where I'd heard there were some good off-road tracks. As the fog began to clear, we wound our way along the shoreline taking in some impressive views of the lake and the surrounding countryside.

We headed to the Ewatts Hill lookout and were greeted by 360 degrees views of the lake and mountains. We headed back down and continued along the shoreline. The plan was to get to the Pines campsite, which generally is only accessible by off-road vehicles.

The further we went into the Delatite arm,



THE 1050 ENGINE USES THE SAME TECHNOLOGY AS THE 1190, MINUS THE GIANT KICK IN THE BUTT

KTM 1050 ADVENTURE	
ENGINE	
Type	2-cylinder, 4-stroke
Displacement	1050cc
Bore x stroke	103mm x 63mm
Cooling	Liquid
Compression ratio	N/A
Carburation	Fuel injection
Fuel tank capacity	23L
Transmission	6-speed
Clutch	PASC slipper clutch
DIMENSIONS	
Wheelbase	1560mm
Seat height	850mm
Ground clearance	220mm
Dry weight	212kg
SUSPENSION	
Fork	WP USD 43mm
Shock	WP monoshock
BRAKES	
Front	2 x Brembo 320mm disc
Rear	Brembo 267mm disc
RUNNING GEAR	
Handlebar	KTM
Front	Continental TKC80
Rear	Continental TKC80
PRICE & CONTACTS	
RRP	\$17,995
Distributor	ktm.com.au
Phone number	1800 644 771
Warranty	2 years parts and labour



the more impressive the views. I finally got the chance to jump on the 1290 and it was awesome to feel the 1301cc LC8 engine do it's magic. A little twist of the throttle in the corners on the fire roads and the back end would step out nicely to get a controlled drift going. It was more than capable of tackling the more technical sections as well.

The 1290 is at the top of KTM's adventure range and for good reason. Based on the 1290 Super Duke R, the Super Adventure puts out a whopping 160hp in Street and Sport mode. The bike also features WP semi-active suspension, which adjusts the damping according to the road surface and riding style.

The lean-sensitive cornering ABS (Bosch MSC) and traction control are state-of-the-art and take safety to a new level. You can switch to Off-Road mode and reduce the effect and, if you really want to, you can switch it off.

Cruise control, heated grips, heated seat, tyre pressure monitoring, hill hold control and LED indicators all come standard and that is just a shortened list. This bike really is a mothership. But its 229kgs and lower ground

clearance make it just a little bit too much to handle in really techo off-road sections, especially if you are a smaller bloke.

BRAKE PADS

Everything was going to plan until Doyley came to a grinding halt. He was riding the 1050 and a loud grinding/squeaking noise was coming from the bike when the rear brake was applied. As it turned out, the R-clip holding in the brake pads (see Tricks of the Trade) was missing and the pads had fallen out.

With the rear brake not functional, Doyley made the decision to return to Bonnie Doon (avoiding more off-road work). Mitch and I continued in search of The Pines and finally made it. The Pines trailriding area is fairly isolated and the fact that the Adventures made it gives an indication of how capable they are off-road.

I felt that the 1190R was the more capable off-road. Despite weighing in at 217kg, it almost felt like a big enduro bike. The 1290 was great all-round, but excelled most in Sport mode on tarmac. The 1050 was great on the

road, but it was hard to gauge its off-road ability without having the 'Off-Road' traction control mode available.

But the question was answered in my mind that these bikes can go just about anywhere. The weight of them is their main downfall, but with experience and practice, you get used to it pretty quickly. In the right hands, these bikes truly are 'adventurous'.

We headed back the way we had come and got back out onto the highway to Bonnie Doon. Another benefit of the 1290 is the cruise control. On the highway I set it at 110km/h and just relaxed, taking in the serenity. Speaking of serenity; back at Bonnie Doon we headed down to the water's edge for a final few photos. Mitch just loved the place. "How's the serenity?" He loved the word.

But if there is one thing that he loved more than serenity, it was a big bore V-twin adventure bike on full throttle. As Doyley cut laps around the lake edge, Mitch donned his 'Dale Kerrigan' flanno and raised a can in appreciation. Ahh, the serenity! **ADB**

I FELT THAT THE 1190R WAS THE MORE CAPABLE OFF-ROAD. DESPITE WEIGHING IN AT 217KG...

KTM 1290 SUPER ADVENTURE	
ENGINE	
Type	Two-cylinder, four-stroke
Displacement	1301cc
Bore x stroke	108mm x 71mm
Cooling	Liquid
Compression ratio	N/A
Carburation	Fuel injection
Fuel tank capacity	30L
Transmission	6-speed
Clutch	PASC slipper clutch
DIMENSIONS	
Wheelbase	1560mm
Seat height	860mm
Ground clearance	220mm
Dry weight	229kg
SUSPENSION	
Fork	WP Semi-Active Suspension
Shock	WP Semi-Active Suspension
BRAKES	
Front	2 x Brembo, 320mm disc
Rear	Brembo, 267mm disc
RUNNING GEAR	
Handlebar	KTM
Front	Continental TKC80
Rear	Continental TKC80
PRICE & CONTACTS	
RRP	\$26,995
Distributor	ktm.com.au
Phone number	1800 644 771
Warranty	2 years parts and labour

BRUSH WITH DISASTER

Our destination on this adventure was Bonnie Doon, a small town on the edge of Lake Eildon. Bonnie Doon is best known for featuring in *The Castle*.

Released in 1997 and starring Michael Keaton, *The Castle* featured the Kerrigan family heading to their holiday house for fishing and boating.

Lake Eildon is a man-made reservoir that was opened in 1929 and expanded in 1955. It was after the expansion that its name changed from Sugarloaf Reservoir. The lake is six times the size of Sydney Harbour, with over 500km of shoreline. It is popular with holidaymakers and a hotspot for watersports.

When the lake was expanded, Bonnie Doon was forced to move to higher ground. Some buildings were trucked to new locations. As Australia battled severe drought in the 2000s, Lake Eildon's water level dropped to 15%. Much of the area surrounding Bonnie Doon was bone dry, exposing the remains of the old town, and cattle grazed in the lake bed.

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On top of all this, Terry Hay from Shock Treatment will dial in the suspension to suit the winner so the handling is always on point. This is the first time we've given a reader the opportunity to win a heavily modified ADB Project bike, so don't miss your chance to be in the running!

* Note: This unique Suzuki RM-Z250 has been modified & track tested by the ADB team, so it's slightly used. Bike has been used for approx 20 hours.



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TRAILRIDE | QLD MOTO ODYSSEY PART 1



Main: Mitch carves some singey just before dark in the Glasshouse Mountains
A. Andrew Franklin (left) and Alex are wide-eyed after the night ride from hell!
B. The LandCruiser 70 pulls the TH560 through a deep crossing in the Glasshouse Mountains
C. Spag bog for dinner because it's easy
D. ... and a brewski to go with it





WORDS & PHOTOS // MITCH LEES

SHIP WRECKS & BOMBER BLUNDERS



Could Qld be the ultimate dirtbikers' getaway? We circumnavigate the Sunshine State to find out

HOLIDAY OR WORK TRIP?

A little over six months ago, Justin Montesalvo from Patriot Campers in Brisbane contacted *ADB* and told us he'd built a camper trailer for the off-road vehicle community. Justin's claims that it could carry a four-wheeled buggy and dirtbikes while keeping you sheltered and fed in the harshest conditions left us a little sceptical. So Justin told us to come up and put it to the test.

We saw this as the perfect opportunity to go on what the advertising blokes like to call a 'junket'. Quite often readers from the likes of Qld, WA, NT, SA and Tas. complain about being left out of the mag thanks to *ADB's* HQ being in Sydney and, more recently, Melbourne. So we wanted to go and see some of those readers and experience what we were missing out on. Testing Patriot's Toy Hauler TH560 was the perfect companion. No, this was not an excuse for a ride-and-drive holiday around the Sunshine State, we would be hard at work riding singletrack, testing products and doing quality control work for XXXX Gold.

As the dream became a reality, the likes of Toyota, Yamaha, Darche and Serco jumped on board. The Toy Hauler weighs nearly 1500kg empty so we needed a serious tow vehicle. This is where Toyota stepped in.

The LandCruiser 70 Series is one mean working girl and will pull the tracks off a tank

if necessary. To tag along with a bunch of our readers on their favourite tracks we needed a dirtbike that would get the job done with minimal fuss. We couldn't go past a pair of Yamaha WR250Fs. All we did in 10 days of riding was pour fuel in them and twist the throttles. We didn't have time for oil or filter changes, but we weren't worried, they were Yamahas: indestructible and easy to ride.

And finally, we didn't want to do this trip like plebs, so Darche came to the party with a bunch of quality camping gear while Serco was happy to supply some lightweight Answer riding gear to suit the humidity, but more on that next month.

Oh, I better mention that my brother Alex, after two trips around Australia in his Nissan Patrol and countless hours behind handlebars, was the perfect associate for this arduous trip ... I mean junket.

MAPPING IT OUT

Not being a Cane Toad, my brother and I had no idea where to ride in Qld. So we ran a small article in the 'Good Oil' section of *ADB* asking readers to take us on a ride over their local tracks. Within days we were inundated with readers wanting to be a part of this great adventure, and we had our trip dialled.

Our first stop was going to be the Glasshouse Mountains, before heading over to

PATRIOT GAMES



LANDCRUISER 70 GX SINGLE CAB



To tow something of this size, no ordinary SUV would do. With stints on Fraser Island and up at Kroombit Tops we needed something with excellent four-wheel-drive capability and enough grunt to pull us through soft sand. The ballsy 70 Series has all that and more. Here's a look at what we needed/loved most:

- 4.5L turbo-diesel V8
- Five-speed manual transmission
- It packs 151kW and 430Nm
- Braked towing capacity is 3500kg
- Two, 90-litre fuel tanks
- Standard snorkel
- 16" alloys with chunky Dunlop Grandtrek all-terrains
- Diff locks

Check out Part 2 of the *ADB Qld Moto Odyssey* next month to see what we thought of the LandCruiser.

PATRIOT CAMPER TOY HAULER TH560

When Patriot Camper told us the Toy Hauler TH560 was a big bloody trailer I kinda shrugged it off. I mean how big could it be? It didn't have an ensuite, lounge room or T.V. But when we rolled into the Patriot depot in Brisbane I was glad we'd bought a LandCruiser 70 Series with its V8 diesel, because the TH560 looks like something spawned by *Mad Max*! It's a tank on wheels and even dwarfs the 'Cruiser.

But just what do you get and how does it go as a dirtbike carrier and mobile home? The dual-axle trailer easily travelled everywhere the LandCruiser wanted to go. In fact, thanks to the adjustable airbag suspension, it probably could have gone further. Justin informed us he took it to Cape York and dragged it through Gunshot which, for those of you who are unfamiliar with the Cape, is a 12-foot drop into a narrow creek with over a

metre of water. It handled it no problems.

Up front it housed the living area with 60L ARB fridge (inset 3), sink (8), cutlery drawer, 1800 litres of storage up front (5), both sides (4 and 7) and externally (1) and a very clever control unit by Redarc (2). Off the left side hung an awning and on top a pop-up tent, the size of a queen-size bed. It had a tap to plug a hose in with gas hot water as standard, and a valve to access the air compressor. At three metres long and nearly two metres wide there's plenty of space on the back for a buggy or, in our case, two enduro bikes, but it's certainly capable of taking five!

The Redarc BMS unit controls the air suspension but also shows you the water level and how long you have before the battery goes flat. We ran the fridge 24/7, the exterior lights for six hours every night, the waterpump for almost an



PATRIOT CAMPERS

Justin Montesalvo started Patriot less than two years ago and now has over 30 people working for him, and orders through to December. It's no coincidence that if you build it tough, they will come! Just ask Noah.



hour a day, the air suspension twice a day and the 12-volt accessories for up to 10 hours a day and still got nearly five days out of the battery before we needed to recharge it. The LED screen kept us in touch with what was happening.

The air suspensin was fully adjustable via the controls (6). After playing with height you could switch it to auto level and let the suspension figure out the ideal height as you drive off.

We were able to set up our campsite in about five minutes. The pop-up tent was as simple as unhooking the latches and letting the gas struts do their thing.

When packing it away, we simply lowered the top and let the air out so we could close the latches. There were so many gadgets on the TH560 we only figured out what everything did by the time we were

ready to return it. By now you're probably wondering how much it costs. Well, sit down before you read this because it isn't cheap. At \$59,990 plus \$4000 for the pop-up tent the TH560 is a considerable amount of coin.

But you have to consider what you're getting. If you want something for around the \$30,000-\$40,000 mark than prepare to be buying something built overseas, and not nearly the same quality control.

While walking through the Patriot workshop I was quickly made aware why the TH560 costs what it does. Everything is made in Australia, fabricated by absolute professionals in two Brisbane workshops.

From the laser cutting to the welding and painting, everything is done here. No expense is spared on this trailer and the quality is of the highest regard. *More next issue...*

YAMAHA WR250F



Covering the monstrous kilometres we were and, with a ride planned pretty much every day, we knew maintenance was going to be limited. So we wanted to make sure we were piloting bikes that would be able to tackle everything we threw at it without deciding to give up half way through.

The WR250F was the perfect steed for a trip like this. While you have to wind it right out on sand, it was a sweet choice for the snotty hills around Kalpowar and Atherton and sliced up the tight singletrack in the Glasshouse Mountains, without handguards!

We didn't need to do one oil change or filter change, washed them when we could and failed to break a thing (despite Mitch trying ever so hard with more lay overs than a flight to Kazakhstan). To read what we thought of these things, tune in next issue to Part 2 of the ADB Qld Moto Odyssey for the critique.



Glasshouse Mountains at sunset

Wheelies in front of the Maheno wreck

SHARING A GLASS

After picking up the TH560 and our pair of WR250Fs in Brisbane, we made a beeline for the Glasshouse Mountains. We met *ADB* reader, and TM importer, Andrew Franklin off the Bruce Highway on Steve Irwin Way.

This was to be our first ride and we were mustard to get among some Glasshouse singey as we'd heard so much about the pine forest loam. We turned left onto Beerburum Rd, drove through the town of the same name and then hooked a right onto Beerburum-Woodford Rd. The directions to some of the singletrack get a little hazy because Franklin took us on a maze of fire roads, but it's safe to say you will find great singletrack just off any of the major unloading spots on this road.

To say we were riding in the Glasshouse Mountains is not entirely correct. Strictly speaking, you're riding in the Beerburum State Forest but it's considered the Glasshouse Mountains. The riding was almost entirely tight singletrack, with a dark loamy base thanks to the pine trees overhead. The only word to describe this kind of endless flowing singletrack is awesome. Franklin knew this area like it was his backyard and we rode until dark on nothing but tight single and the odd four-wheel-drive track.

Even when we thought the ride was over, it wasn't. Andrews boasted about how he and his mates would come up to the Glasshouse Mountains for night rides. We laughed, assuming he was just talking the talk, but when we turned a corner and started riding away from the direction of our camp it dawned on Alex and I we were in for a long night.

Tight singletrack in the pitch dark is scary, especially when you have never ridden in this particular state forest. Thankfully the lights on the WR250Fs are good and the coast was clear for my bro and I. I can't say the same for Franklin, who was riding a two-stroke that needed to be revved hard for the headlight to shine brightly. It was a good thing he was so well acquainted with where we were riding, as his headlight resembled a candle.

Just as the ride was coming to an end I lost

the front-end in a hole I didn't see on a downhill section. The result was a massive over the 'bar moment, with the bike stopping instantly and me sailing headfirst into the scrub. I picked myself up, checked for any breaks, gave the WR250F the once over and made it out of the tight singletrack and back to our camp.

After that hard slog, we immediately threw a bunch of steaks on the Patriot camper barby and cracked a can. We laughed about my crash, talked about how crazy it was riding at night and how it made you feel your way through the trees, relying on the bike much more than you would in the day time. It had been a big session and we were in the swags before the clock struck midnight.

A DINGO STOLE MY BABY!

The following morning we made our way to Fraser Island, the biggest sandbank in the world. We caught the ferry from Inskip Point, which took about 10 minutes, and is roughly two hours from the Glasshouse Mountains. From there we headed north to the One Tree Rocks camping area not far from Eurong. We needed to let air out of the tyres in both the LandCruiser and Patriot Campers TH560 for the sand so, before boarding the ferry, we dropped them to between 20–25PSI.

You could go to 18psi but, with a bit of moisture in the sand, it wasn't too soft.

We set up camp, ripped the bikes off the toy hauler and headed for Lake Mackenzie. After playing tag with a bunch of oncoming Nissan Patrols we finally made it and were so hot and sweaty (oh, yeah, I forgot to mention the weather in Qld makes a mockery of anything we get down Mexico way) we just walked straight into the lake, gear and all. The water was bliss at about 24 degrees and crystal clear.

As a kid I remember swimming in Lake Mackenzie while a bunch of dingos patrolled the beach and kept us in the water. Nowadays, after a secret cull a few years back, dingos are as rare as hens' teeth, and we didn't see any at the lake.



- A. Alex takes a break at Lake Mackenzie
- B. Boarding the Inskip ferry
- C. Exterior lights on the TH560 made cooking easy
- D. Crossing Eli Creek as the tide gets scarily high
- E. That scray night ride
- F. Ideal pressure for sand was 18-25psi
- G. Pop-up tent was so easy to set-up
- H. Some Fraser Beach driving

BLOWN ASHORE

The *SS Maheno* was an ocean liner belonging to the Union Company of New Zealand that operated across the Tasman Sea from 1905 to 1935. It was 400ft long and 50ft wide, could carry up to 420 passengers and was used as a floating hospital in World War I.

On 7 July, 1935, the *Maheno* was being towed by another vessel, 50 miles off the east coast when the rope broke and the *Maheno* was blown by a vicious cyclone out of sight of the tow ship. The stricken ship was found three days later on the Fraser coast with the crew camping on the beach awaiting rescue.

WE NEEDED TO LET AIR OUT OF THE TYRES ON THE LANDCRUISER AND PATRIOT CAMPERS TH560





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SCAN ME



Main: Aaron hops a Kalpowar log while Alex watches his technique closely
A. Steep, rocky hills at Kalpowar
B. Some horses dropped in for a feed
C. The Kalpowar Rec Area camp grounds were very impressive

WE UNZIPPED OUR SWAGS AND NOTICED A FEW DINGOES

RIDER BIOS

We hopped back on the bikes and held the throttle to the stopper down the beach from Eurong to the *Maheno* wreck, as we were battling fading light.

To get to the *Maheno* you cross Eli Creek, which is a large, fast-flowing freshwater creek. We stopped for another quick dip and a float down stream before checking out the *Maheno*.

On the leg back to camp we finally came across a few dingos. Dinner that night was a campfire spag bog.

We settled in with another tin of XXXX before deciding to roll out the swags. As we were zipping ourselves in we heard a ruckus around the fire.

We unzipped our swags and noticed a few dingoes looking for the leftovers.

They came up empty pawed and moved on, good thing I didn't have to go all Liam Neeson from *Into the Grey* on them.

It had only been two days but we were already realising this Great Southern Land has an incredible amount to offer a dirt biker! We were off to Gladstone the next day and the Kalpowar tracks.

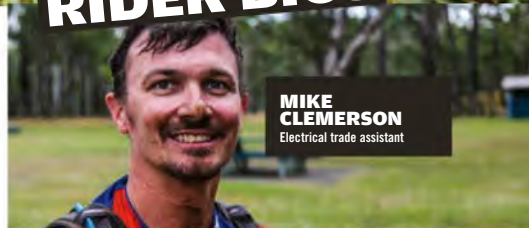
KA-POW! AT KALPOWAR

By day three of our Moto Odyssey, I'd begun to formulate a plan in my head to move production of *ADB* north to Qld, where it seemed the weather was always warm and sunny. That's a tough statement to make coming from a proud Cockroach, especially when you consider we were travelling in the wake of State of Origin 1.

We left Fraser, and its pink sunrise via the ferry at Wanggoolba Creek. After getting destroyed by midgies we were locked and loaded and bound for Kalpowar to meet *ADB* readers Mike Clemerson, Aaron Odgaard and Dan Mulholland, for a ride of what they were claiming were the best trails in Central Qld.

While the boys live in Gladstone, the small town of Kalpowar 1.5 hours south west is their riding area. We made our way out to the Kalpowar Recreation Area, which is easy. If you're coming from the south, simply take a left off the Bruce Highway onto Kalpowar Rd, and drive for roughly 50km until you see the sign for the rec area.

When we got there we unloaded the bikes



MIKE CLEMERSON
Electrical trade assistant



AARON ODGAARD
Electrician



DAN MULLHOLLAND
Fitter



Alex Lees leads Mike and Aaron down another steep garden path

AARON TOOK US THROUGH A BUNCH OF SNAKING TRAILS THAT HAD US LOST WITHIN SECONDS

and set off into some singey. We were straight into some dusty trails behind the carpark and spent the next three hours ploughing through a mix of red clay, rocky soil and pine forest loam. Aaron took us through a bunch of snaking trails that had us southerners lost within seconds, but Aaron knew exactly where he was. The trails linked up with the infamous Route 66 and Carpark hills.

If you want a challenging hillclimb make sure you give them a shot.

We bashed out a technical 60km that included a long, rocky creek bed that I wish went for longer as it started to separate the boys from the men. Mike was on an old kickstart YZ-F, which was giving his right leg a big work out.

We hopped onto the main road with fading light and wheeled the WR250Fs back to camp. The Kalpowar campground has tables,

BEAUTIFUL BETSY

An American Liberator B-24D, *Beautiful Betsy*, was a military bomber carrying men and supplies from Darwin to Brisbane when it crashed into a hill in Kroombit Tops on 26 February, 1945. The wreckage wasn't actually discovered until 1994, after a controlled burn. Eight service personnel had lost their lives, six Americans and two British. Despite being lost for 49 years, there were many artefacts still at the crash scene including: Dental prosthesis (bridge), 153 bone fragments, personal effects/material evidence, nine dog tags, two bracelets, 38 coins, four gold rings, one aviator's ring, flare gun with flare, aviator badge, bomber badge, whistle, two dress uniform belt buckles, nine expended .45 rounds, two British buttons, 12 American buttons, razor, cigarette lighter, pocket watch and a 1938 Class ring.

seats, firepits, shelter and manicured lawns. A few more beers and a couple of rissoles and we were ready for bed.

We were up early and made the 4WD trip out to Kroombit Tops, to visit Beautiful Betsy the B24 Liberator that went down in the hills behind Gladstone after World War 2 (see left). We meandered back to the Bruce Highway and pointed the LandCruiser towards Mackay.

Check back next month to read all about where we rode and who we rode with from Mackay to Cairns stopping in at Townsville and Emerald, plus loads more on the LandCruiser, Yamaha, Darche gear and the TH560. ADB

- A. Remains of *Betsy* fuselage
- B. Engine might need some work
- C. The view from the top of Kroombit



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STORY AND PHOTOS // STEPHEN TUFF

LUCKY

It's a bloody good week when you ride every day and fall into bed exhausted every night. No work, no worries and no wasted time

Like always it is a mad rush. Fresh tyres, oil change, air filter, spare filter packed, spare tubes and levers. Three sets of riding gear. Yep, three sets. This is my first Seven Deadly Sins ride and I'm not quite sure what to expect. Kicking off at Thredbo and riding the High Country it's gotta be cold. I pack my Avade heated undershirt, which I know I'll be counting on.

The drive to Thredbo is a six-hour mission. It gets quite beautiful after Albury. I almost hit a bloody big deer and, later on, a wallaby. I'd never been to

Thredbo and as I roll in right on dark I instantly like it. There's something a bit magic about alpine resorts.

I meet up with the Rush Tours crew and the other guests on the ride over a country and beers. Rush Tours' rider Cam Smith is openly amped. "I packed three days ago," he squarks over his steak sanga, which he swiftly washes down with drinks. This is Cam's first Seven Sins tour. Rush Tours' veterans Lindsay Bond and Karl 'The Rock' Pointu (right) are noticeably quieter. The old bull, young bull thing. I am sticking with the old bulls because I get the feeling this ride could be like a footy trip on two wheels.







1. Clod and Hollywood
2. Fur coat anyone?
3. Latest rim locks
4. Why tour guides have webbed feet

1



2



3



4

I LOSE FEELING IN MY TOES AND FINGERS AND MY RIDING ABILITY HEADS NORTH FOR THE WINTER

PREPARATION

You must be licenced and your bike registered to join a Rush Adventure Tour.

Make sure your bike is in good condition with fresh tyres and heavy-duty tubes to avoid flat tyres.

Make sure your chain and sprockets have plenty of life in them and fit fresh brake pads before you start.

Carry spare tubes, clutch and front brake levers plus a sparkplug. Take a clean and oiled air filter in your overnight bag.

Standard fuel tanks are fine as refuelling is carefully

planned. Set your bike up for comfort, not speed. It's not a race, more a ride for survival and enjoyment. Good hand guards, grips, seat and subtle suspension is best on long adventure rides.

Pack riding gear for all weather conditions. It can get really cold and most likely snow on a Seven Deadly Sins ride. Warm gloves and dual goggle lenses are strongly advised. Get plenty of rest and make sure you are hydrated and eat well. Staying healthy is vital to enjoying this epic adventure.

INITIAL SIN

It sounds weird but it's actually hard to remember everything from the first day. A lot happens. It is an icy morning but we hoof off from Thredbo at 8.30 and head into the hills. And the hills are big.

The sun is out and I doubt you could ever get a better day to be in the High Country. I have my Avade on and I have the heat soothing my torso on the low setting and it is brilliant. No jacket after the first hour.

We clock up 88km by 12.30 and stop for lunch and fuel. There are a few killer climbs and one hell of a monster downhill just before lunch. It is a true thigh burner.

After lunch we are staring at around 100km of primo riding. The weather is insane-great and the ground is damp with just the smallest

hit of dust. The views are as good as you could ever imagine.

Things go a bit nutso within an hour. First, tour boss Lindsay has a spectacular crash after the rider in front of him flicks up a big stick that throws him off guard on a downhill. He snaps his bike's handlebar clean in half and busts the muffler mounts off the subframe. The bloke can ride like a gladiator and he just brushes himself off, we splint the 'bar with a 10mm spanner and some cable ties and off he goes.

Not long after, Rob from Sydney gets crossed up on some ruts on his 300EXC and spears off into the scrub. The sweep rider completely misses him because Rob is guts-up in the bush below the track. The boys go back, find him and get him going. Lindsay,

being the superman he is, wears Rob's backpack on the front of his kit. As if he wasn't already feeling off after his own crash. And he has no front brake.

It is a great 107km stretch after lunch into Omeo, with plenty of quality high-speed wheelies on the road sections. Front-wheel-no-longer-spinning wheelies. They are big.

SECOND SIN

Today I pay for my sins. It is 216km with bigger hills to climb and bigger downhills and I am knackered by the end of it. The trails are not difficult but they are relentless and unforgiving. The rocks keep coming at you and the downhills burn your legs. But it is all worth it. Even though I am dog-tired.

Support truck driver Jason snored like a



demon last night. His brother, tour guide Karl, was yelling at him to stop and between the two of them I was getting no sleep. I dragged my mattress into the bathroom and slept between the dunny and the bath.

You get all sorts on a Seven Sins ride. Today I learn this is the 14th Seven Deadly Sins ride. Tony from Nowra is on his sixth and, at 65, he's a gun. He cranks on his 350EXC and doesn't miss a trick. He's gifted with a sophisticated vocabulary and delivers it with sharp, dry wit. He prefers a good shiraz or a neat scotch over a beer. He's a bit of a legend.

Then there's Jason from Mt Isa. He's got a beard, a real beard. Not a hipster-try-hard beard but a real beard like Alan from *The Hangover*. He rides a 2009 WR450F with his right elbow locked on to his right hip. Full

throttle everywhere and he never stands up. He must have the world's toughest arse and back. The rocky downhill are hard enough in the standing position.

Rob from Sydney doesn't ride today. Too sore from yesterday's big stack. The group is all feeling tired and, just to finish us off, there is a long river crossing just before Dargo.

OUR SINS ARE PUNISHED

It is flowing faster than the beer at Bob Hawkes' world record night and we all make hard work of paddling to get through. Wet boots anyone? I'm over rocks. I never want to ride over rocks again. We ride a lot of rocks on day three. I have the third-day blues, feeling flat and I ride like a nanna until two hours from lights out.

My day starts rough when I discover my bike's battery is dead flat. Some goose left the ignition on all night and it wasn't me.

We ride out of Dargo early in heavy fog. It isn't long before we climb so high we are above the fog and it is an incredible experience. I've only ever been above fog in an aircraft but this is much better.

Our dry boots.... oh before that, I have to mention everyone was in bed by 9pm last night. Wrecked. But we all wake to warm boots after strategic boot placement in front of the air-conditioning. It was sweet. Even if it did only last for 40 minutes, when we all got wet in the first deep river crossing.

Things get a bit crazy. We come across a bunch of postie bike riders in the middle of nowhere. One of our boys comes into contact



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with one of the postie boys and what results resembles the aftermath of a head-on rugby tackle. And our boy comes off second best.

It is a bloody long day, with 116km to lunch then another 110km after. We get into Merrijig at 5pm. Everyone is knackered. The punishing rocks into Craig's Hut knock the stuffing out of the entire group.

Then the killer rocks after that finish us off. The blast into Merrijig is a good run with flowing downhill and cool jumps.

Mt Isa Jason has become affectionately known as "Wombat" after hitting a lyrebird late in the afternoon. I see this thing dart across the trail and disappear into the bush. I have a look near the impact zone and there are a few big feathers on the ground.

We come across loads of four-wheel-drives today. Dozens of the bastards and we see three other groups of riders. The High Country can be bloody busy for such an isolated piece of real estate. The rocks have knocked the stuffing out of us. Dave from Mt Buller Motorcycle Adventures comes to visit and tee up a ride for day four but no one really wants to take him on the offer. We're wrecked.

THE SABBATH DAY

Morning springs another glorious day so half of our group sacks up and goes to plough some prime secret singletrack with Dave. Nothing like local knowledge. Thanks, Dave.

It is short and sharp but I am cooked after 50km. I cut back to base with Rush Tours rider Cam, while the hardest of hard core on our ride carry on with Dave. Let the record show, Your Honour, that Mt Isa Jason (AKA Wombat), tour boss Lindsay and lead rider Rob are hardcore.

The other half of the group relaxes, services bikes and rests their bruised and battered bodies and I reckon they're quietly questioning their resolve to get through the next three days.

All of our motel rooms are a mess with riding gear, musty odour and the resonating sound of flatulence. It is a constant game of fart tennis. And then there is the snoring.

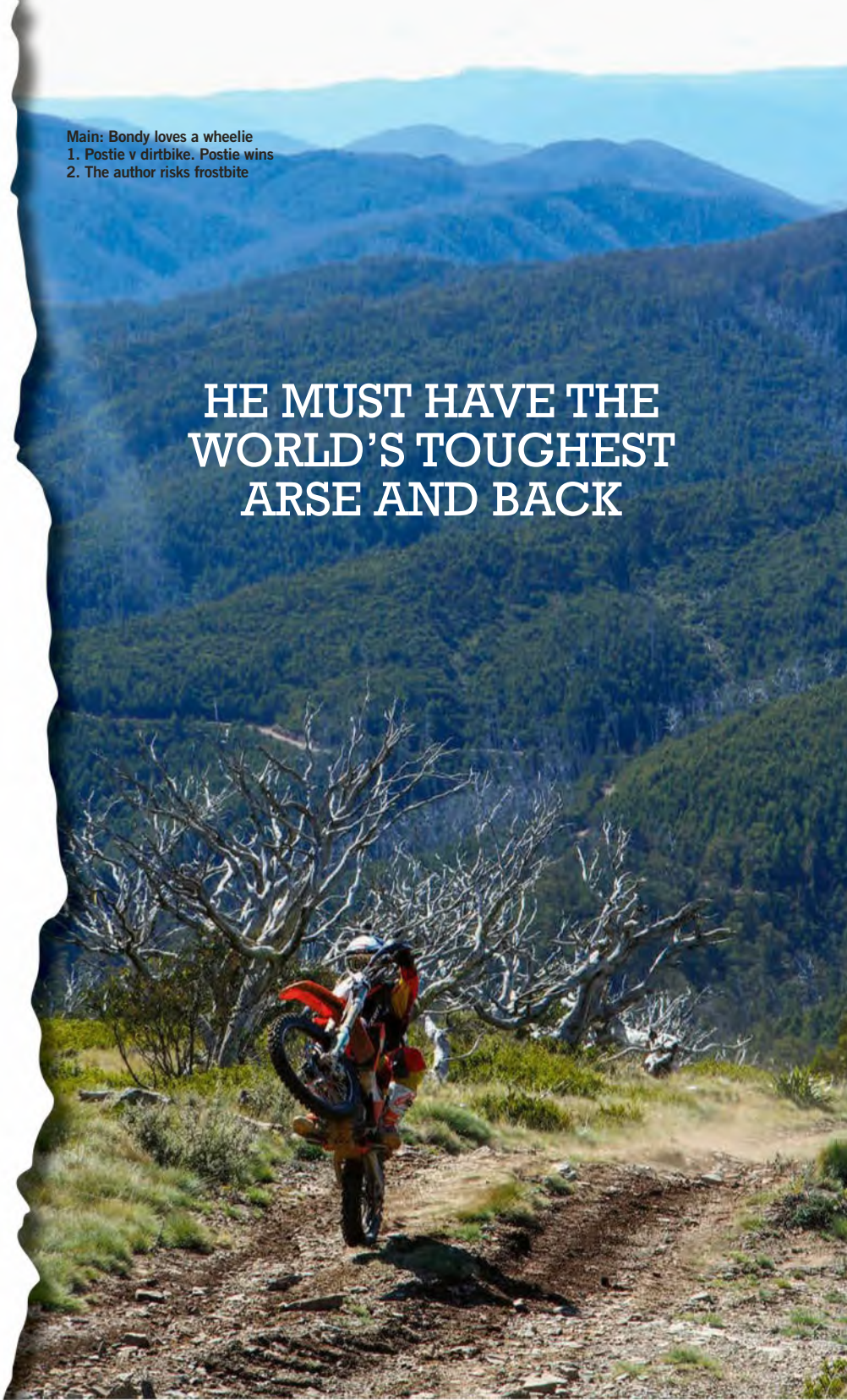
COLD AS HELL

On day five I learn that hell is not hot. It's cold. Really cold. Before I get ahead of myself, I must report that five of our riders had massages on the "rest" day while the rider who tackled the postie bike has a chiropractic session. Kind of tells a story about the riding we'd been through. Day five is another story altogether.

We leave Merrijig at 8.30am and head for Wandiligong. Dark clouds loom and we get a bit wet in the first 90km to lunch. Hot soup is waiting and it's fabulous. After lunch, things go haywire. Lead rider Rob splits his top lip WWF wrestling a rear tyre. He's a tough bastard. Doesn't say anything. Just

Main: Bondy loves a wheelie
1. Postie v dirtbike. Postie wins
2. The author risks frostbite

HE MUST HAVE THE WORLD'S TOUGHEST ARSE AND BACK



1

2

WE HAVE THE WORLD'S BIGGEST STEAKS AT THE PUB, WHICH PUTS EVERYONE INTO A MEAT COMA

Main: Someone mention rain?
1. The revelry can be heard from here
2. Lindsay shows how it's done



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The Seven Deadly Sins Ride covered 1211km. It wasn't technical but it was long days with a lot of big hills, river crossings and rocks.

The views were spectacular. The food was good and plentiful. Cooked breakfasts, excellent trailside lunches and big evening meals. The support truck takes your overnight bag.

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gets on with it. The riding takes us high, way up in the mountains and we get rain, gale-force wind and then it hails.

Riders are huddling behind their mufflers to warm their fingers and dry their gloves. Power-slides and wheelies give way to paddling and wobbling. After five days, rear tyres are fading fast and so is the traction. The rocks seem to get harder when it's cold. I lose feeling in my toes and fingers and my riding ability heads north for the winter.

It is 190km for the day. As we fuel up, tour crew member Cam spills petrol all over sweep rider Karl's man bits. He ends up soaking his tackle in a cup to ease the burn. I hoped that cup won't reappear.

The constant dribble of snot over my top lip is beginning to feel normal but the cold on my fingers is not. I finally rip into my emergency cold weather gloves and they are brilliant.

We've ridden no more than 2km before we ascend hill after hill after hill. We finally drop into Porepunkah for coffee.

All riders other than lead Rob, tour boss Lindsay and Wombat are running half a degree off normal. We're tired.

It's not the physical aspect but more the mental strain of riding day after day. Coffees

are barely enough to get us going. On the upside, the stories are getting better, funnier and even more elaborate.

Tyres are becoming obviously worn after lots of wheelspin in appropriate places. We make it to Dartmouth keen for some rest. Just one more day. We have the world's biggest rib eye steaks at the pub which pretty much puts everyone into a meat coma.

We're served breakfast in bed on our final morning. Seriously, and it is great.

Our ride starts nice enough but it is bitterly cold. Everyone is huddling behind their exhaust pipes at every opportunity.

We light a trail-side fire to get a touch of heat during our lunch stop and it is just as well. A cold front has been chasing us all morning and it finally grabs us with a blanket of snow. The thrill keeps the sooking and whining at bay for about 10 minutes. We've come so far and fatigue is obvious in everyone's riding.

I don't know if it is the fatigue or perhaps a hangover but Tony manages to dunk himself and his 350EXC into the Murray River.

Seven days of big High-County riding at its finest. Is it easy? No. Is it worth it? Hell, yes. This truly is a bucket list ride. **ADB**



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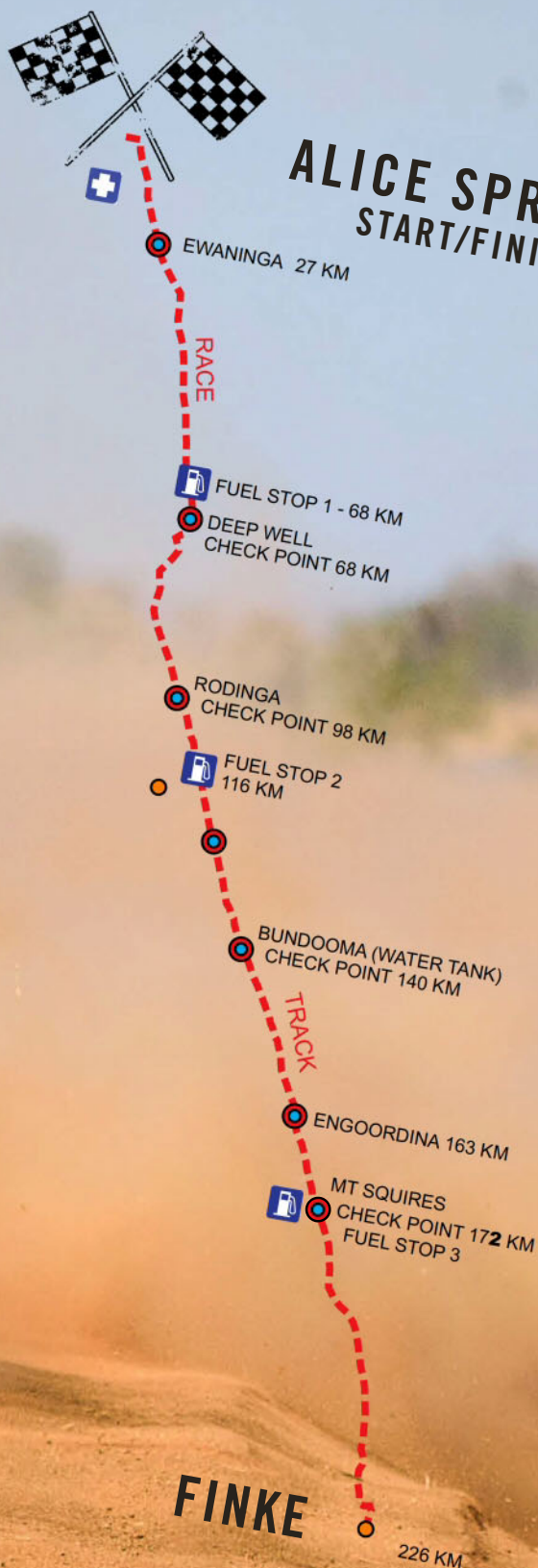
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40

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SHADES OF RED



A nasty pre-run injury couldn't stop Dakar ace Toby Price

Alice Springs is a friendly town, a colourful rose nestled in harsh, rocky country. Several times a year Alice puts on its party frock, and the Tatts Finke Desert Race is just one of those times.

Numbers this year were bigger than ever, as everyone enjoys a party and a 40th birthday. Such a milestone drew 600 bikes and 140 drivers all trying their luck at claiming a trophy and a slice of the \$75,000 prize money, just a few more than the 56 who turned up in 1976.

Of course all the big teams were there, such as the Active 8 Yamaha Yamalube Team owned and managed by A.J. Roberts, plus KTM Off-Road Racing and others. Roberts set aside a seat in his team truck for me, and let me share their camp for an inside look at how a professional team handles an event like Finke.

The last thing a team mechanic wants when he's working is someone on his shoulder, but while that thought must have crossed their minds, they welcomed me just the same. Equally, riders don't want to be pestered



with questions when they're getting their heads into shape for a big race.

I did my best to stay close enough to see what was going on but out of the way. I think I hit the right balance – nobody told me to bugger off all weekend!

Privateers make up the bulk of the entries and they are all just as keen for a finish or a class place as the big boys. The bikes are all well prepared for the gruelling 220km run to Finke and the return journey the next day but it's the level of preparation that separates the pros from the simple enthusiasts.

Just about every bike was running Steg Pegz, but how many rubbers to put on them was the subject of disagreement, with some bikes sporting as many as five or, on the odd occasion, a set of skateboard wheels.

Geoff Casburn from Wagga used a couple of old doorstops, the hollow type about 100mm long, with the telescopic end stuffed with foam rubber. The end result was a slightly phallic look to his KTM 525EXC.

After watching the race in 2012, at 65 Peter Budden entered the 40th running on his

2001 W650 Kawasaki roadie, the Triumph lookalike that is his daily transport.

WORKS OF ART

The Active 8 bikes of Josh Green and Beau Ralston were works of art – everything that was needed and nothing that wasn't, except for personal-preference items. Josh joked that Beau's bike was softer because he was softer.

The bikes were set up specifically for Finke, for stable high-speed running, and that set-up is used only for Finke. This is due to the long straights and gentle sweeping bends, which put a premium on top-end.

Naturally enough, the Active 8 Yamahas had steering dampers and Steg Pegz and the YZ450F engines were fitted with aggressive GYTR cams and GYTR exhaust systems, with all the engine and suspension work done in-house. Gearing was 15/44, up considerably from the standard MX ratio of 13/48 and it was good for a top speed of about 185km/h.

The top Finke bikes sit on an average of about 110km/h for the 220km run. Extended high speeds like that demand a lot from a tyre

and a Michelin Desert does the duty on the rear of the YZ-F with a Michelin Starcross 5 up front. The 10-litre tanks were fitted with dry-break fillers and only needed two stops.

All of this is a long way down the technological track from the bikes that ran in 1976. Two of them were on display at the Finke Legends dinner, along with the winning bikes of Randall Gregory and Rick Hall.

The originals were MX250 and TT500 Yamahas, both air-cooled and twin-shocked with drum brakes. Gregory's and Hall's mounts were liquid-cooled CR500 Hondas with long-travel suspension and disc brakes. The CR500 was the dominant mount at Finke for many years under a variety of riders but top spot has been firmly held by four-strokes of either 450 to 540cc capacity since 2003.

Past winners were at the Legends dinner and Finke Desert Race committee president Antony Yoffa hosted a chat session with them, assisted by his vice-president, and Alice Springs Mayor, Damien Ryan.

Priorities are priorities though and, before starting, Damien took a selfie of him and Yoffa

40-YEAR BITCH

The Finke Desert Race and ADB share a significant milestone this year, as it's the fortieth anniversary of both. Most readers would be familiar with the story that ADB was born during a backyard conversation amongst dirt bike enthusiasts over a cask of wine.

Maybe Finke started in much the same way. They do like a drink in the Territory, although they probably regard wine as more of a drink for city types. The first Finke was run by the Alice Springs Motorcycle Club,

somewhat informally compared to today's effort, basically to see which of the local guns could get down to Finke and back the quickest.

Needing a name for such a competition, they called it "The There and Back" and it was won by Geoff Curtis. That first one was pretty much play-it-by-ear in terms of what was needed to run such an event and riders were expected to carry their own water and fuel and to stop and help fallen competitors they might come across.

Word started to spread. When then-organiser, and current Alice Springs mayor, Damien Ryan rang ADB Editor Geoff Eldridge to invite him to the race, GE hung up thinking it was a prank call. Damien rang back and GE, finally convinced the call was genuine, sent Geoff Udy up to have a look.

A legendary event like the Finke creates legends and even now, the list of winners is not that long. Randall Gregory took the trophy home five times in a row. Geoff Curtis piloted a

Yamaha 250 to the win in 1976, taking a neat six hours to do it. It's a much quicker trip for today's riders. Phil Stoker on a Suzuki 370 was top dog in 1977, Curtis returned to the podium in 1978 with help from a Yamaha TT500, as did Peter Stayt in 1979.

Curtis dropped down to a Yamaha 400 in 1980 and, in 1981, Phil Lovett was the first non-Territorian to hold the trophy, riding a 390 KTM. Repeating the effort in 1982 with a 495 KTM, Lovett became the first rider to score

A full-page photograph of motocross rider Josh Green in action. He is wearing a white and blue racing suit, a blue helmet with 'challenger' branding, and white gloves. He is riding a blue and white Yamaha YZ450F motorcycle with the number 4 on the front. The bike has 'Yamaha', 'ACERBIS', and 'MICHELIN' branding. He is leaning into a turn on a red dirt track, kicking up a cloud of dust. The background shows dry, scrubby vegetation under a clear sky.

JOSH GREEN

A broken steering damper played havoc with the YZ450F on the way to Finke

1. Antony Yoffa hosts the Legends
2. Active8 Hard at work in Finke
3. 1976 original Deane Boston and 1983 winner Steve Gall in the Legends Prologue

consecutive victories. Phil's wins helped bring the event to the notice of top enduro and MX riders around the country, with Steve Gall pushing a Yamaha 490 onto the podium in 1983 and, by that time, the prestige of the Finke was assured. Stayt returned the trophy to the Territorians in 1984 after three years in the hands of New South Welshmen. Lovett and Gall took it back interstate for the next two years and then David Armstrong decided the trophy should see some Queensland hospitality in 1987.

Alan Roe rescued it from

homesickness in 1988, and Mark Winter kept it safe in Territorian hands for 1989 and 1990. Next Gregory took care of it for five years until 1996 when the trophy left not only the Northern Territory but Australia, with Dan Ashcraft taking it to the USA. The trophy is meant to be returned each year but someone forgot to tell Ashcraft and he took it home, where it stayed for some time.

Stephen Greenfield held it next, in 1997 and '98, relinquishing the honours to Rick Hall in 1999 before regaining them in 2000. Michael Vroom had a turn on top of the podium in 2001, Rick Hall

returned in 2002 then Darren Griffiths took the win in 2003 but Greenfield was back in 2004. It was time for Jason Hill to stand in the spotlight in 2005, then Ryan Branford in 2006. Ben Grabham had a three year run from 2007 until 2009. It was time for Toby Price to hold the trophy high in 2010 but Grabham grabbed it back in 2011 and then Price took it again in 2012. Next came Todd Smith for Honda and then Price returned to dominate in 2014.





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with the crowd in the background to update his Facebook page. More importantly, they announced that Tatts had agreed to continue its sponsorship for two years.

Scrutineering went well, with an estimated 9000 coming through the gates. What the public really wanted to see though was the Prologue. Toby Price was limping but it certainly didn't affect his riding as he set the fastest time of 5min 5sec, putting local David Walsh and his CRF450F into the bridesmaid spot by 8sec. Third fastest was Wade Carter on 5min 15sec courtesy of his 450EXC. The Active 8 Yamaha Yamalube boys made fourth for Green and ninth for Ralston.

The Prologue is only 8km, the round trip to Finke is 440km so it was still anybody's race. A good finish in the Prologue guarantees clean air for the polesitter and minimum dust for the next 19, as the top 20 riders start individually. After that they leave in threes.

Before that it was time for the Legends' Prologue, featuring four of the starters from 1976, two of them on the bikes they rode back then. The remaining Legends were a smattering of past winners. Stephen Gall got the holeshot and was gone in a flash but stopped everybody at the last turn and organised them to cross the line in order of the years they won. The crowd loved it.

Price had the advantage of clean air for his 500EXC but, as soon as the flag dropped, Walsh gave his Honda a big handful, conscious of the injury the champ was carrying after a stick speared through his boot

while pre-running the course. Price was just as determined to hold the lead for the dust-free run and because a fourth win would put him very close to Gregory's record of five. Price seemed to ignore his injury and held the big Katoom pegged all the way to Finke for a time of 1h54m45s, a considerable improvement over last year's 1h58m43s.

It was obvious that his damaged foot was of little hindrance. Could he have been messing with people's heads?

Behind him a battle was being fought between Walsh, Green, Tye Simmonds (KTM 500EXC) and Ivan Long (KTM 500EXC). Deep Well is 68km from the start and they passed through with Price in the lead, followed by Walsh, Green, Simmonds and Long.

At Rodinga, Green had caught and passed Walsh but, by Bundooma, he had dropped back again as he had steering damper problems. The pin that operates the damper arm had come loose and he either had too much damping or none at all. At one point his steering was almost locked solid but then the damper gave up completely.

It was work time for the Active8 mechanics at Finke and Green's steering damper problem was a priority. He said he didn't realise how effective a damper was until it failed. He estimated that he had 40 "moments".

The two Active 8 spannermen soon had T-bars spinning and both bikes were stripped for inspection in record time. Rear tyres were changed, sprockets and chains checked and adjusted, chain sliders replaced and engines were removed for tear down and a



1. Camping at Finke is a big part of the appeal
2. Not everyone had a great weekend though

TYE SIMMONDS

The Bourke boy continued his successful transition to off-road racing



precautionary inspection. Everything was gone over with a fine-tooth comb to check for wear or signs of stress that could cause a problem on the return run. Both bikes were pronounced okay and upon reassembly fired back into life.

Now it was time to enjoy the fireworks erupting into the sky from various parts of the campsite, as well as down the track.

Day Two was led off by Price, a position he held all the way back to Alice Springs despite a puncture just before the last fuel stop. His total time was 3h52m54s. On the podium he said it was his toughest victory but said, depending on his international schedule, he might be back next year to try and equal Gregory's five wins.

Simmonds, from Bourke, NSW, took second at his first attempt, describing it as "tough, stupid and the craziest race I've ever done" but said he would be back.

Green wheeled over the line in third to the delight of scores of kids and, no doubt, a few bigger kids as well.

Walsh didn't make it home, blowing his engine at about the halfway mark. Long wasn't able to hold onto third from Day One when he endoed after hitting a square edge and badly hurt his hand. He was letting go of the 'bar whenever he could throttle off.

He crossed the line sixth and, when he got to the ambos, his hand was swollen to about twice normal size. Ralston came home seventh and Tayla Jones was the first woman home in twenty-seventh.

Price, Simmons and Green were joined on the podium by the gorgeous Finke Grid Girls and Damien Ryan. It's a world away from when Curtis took the trophy in 1976.

In those days, there was a pub at Finke and riders went there to rinse away the dust. Curtis left the pub and curled up under a bush – due to exhaustion and a few cold ones, he fell sound asleep.

They say no-one knew he was there, no-one saw him in the dark as they used the same bush for bladder relief. And when Curtis stood on the podium in Alice at the end of the next day's riding, everyone was scrambling to stay on his upwind side.

Finke is a far more serious event these days; I'm sure Price's stories might vary slightly from the ones 40 years ago. **ADB**

The top Finke bikes sit on an average of 110km/h for the 220km run



TOBY PRICE

What stick? Price didn't worry about a little twig going into his foot



Left. Green pulled a wheelie for the kids
Right. All hands on deck for miracle man



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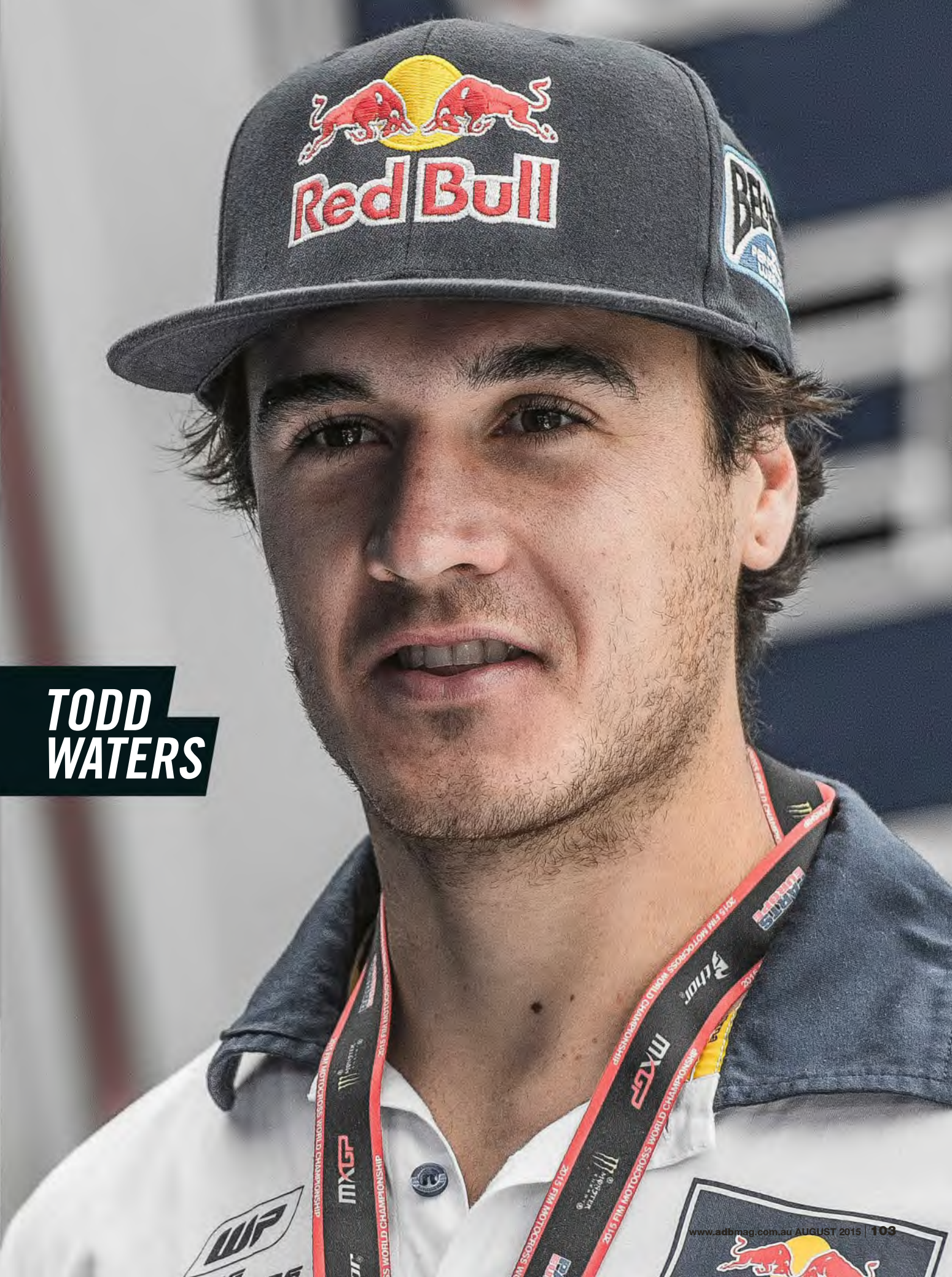
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STORY AND PHOTOS // SHAN MOORE

GETTING INTO THE GROOVE

The Australian contingent is back on the road in MXGP. Shan Moore catches up with them



**TODD
WATERS**



**THE TRAVEL AND SEEING NEW
PLACES IS THE FUN PART. THE
DIFFERENT FOODS
I REALLY LIKE TRYING**

DEAN FERRIS

atar, Thailand, Argentina, Italy, the Netherlands and Spain: the first six rounds of this year's world motocross championships. Quite an ambitious start for a 17-round series, even for the best of travellers, but that's the MXGP. For the riders, especially those in their first full season, the first few rounds can be like a punch in the face.

Aussies Todd Waters and Dean Ferris are up for it, though, and doing respectably well – Waters riding MX1 with the Red Bull IceOne Husqvarna team and Ferris going full-time with the Wilvo Nestaan Husqvarna team.

Both riders have been there before. And both are coming off leg injuries. At about this time last year, Waters was sitting seventh in his rookie season in MX1 when an injury wiped his season – a broken tibia, fibula, hip and collarbone while practicing forced him to spend the rest of the year rehabilitating.

Meanwhile, Ferris injured his leg after picking up a few top-10 finishes in AMA Supercross, which kept him out of the remainder of that series, plus the US outdoors.

At the time of writing, Waters had worked himself up to ninth in MX1 and was quite optimistic, although he struggled with the travel. "The overseas rounds are extremely difficult," he says.

"It's a lot of travelling. You don't actually ride the bike so much because you fly to Thailand; you have a week layover and jet lag and stuff like that.

PRE-SEASON

"I had a really good pre-season in Australia after a really big injury so I had some catching up to do, so I worked really hard, got myself to a level that I could race and come over here and start doing the world championship and testing again.

"But you've got to remember, you're coming from 40 degrees in Australia to where it was snowing at some of the races.

"It was cold and then your body gets a shock and you adapt to the cold weather and the raining and running roll-offs. It's tough. The GP riders are tough guys."

On the other hand, Ferris takes all that in his stride. "Actually the travel and seeing new places is the fun part," he says.

"The different foods, I really like trying. When you're in Rome you do as the Romans. That's fine.

"All the internationals [rounds outside Europe] can be difficult, but you're done after three at the start of the year and now back in Europe until the USA.

"So that's not so bad. Obviously there are a lot of rounds and in-between we do a lot of nationals so it's a busy schedule. But I don't mind. It's really okay."

Ferris particularly enjoyed Argentina. "Honestly, Argentina was pretty nice," says Ferris. "I don't think they've had a GP there since like '94 or something. Those people

were so excited to go there [Neuquen] and watch the racing.

"I was walking around town on Thursday and Friday night before the race and I kind of caught wind that there were some people that drove 2000km, like a family, to watch the race. They were super excited about the racing and about getting signatures and stuff like that. Obviously, Thailand was different – different world, Bangkok and Qatar. Qatar is clean and it's a new city. There's nothing really too exciting about that. It's just a desert."

And then there's the racing. For Waters, who really wasn't back to full strength until the Motocross of Nations, his leg, which was the major injury, is holding up better than expected. "I took the time, I done the correct rehab," he says. "I had the backing of the Red Bull DTC, it's called. We made a solid program and we stuck to it."

"I'm back to where I was but the level's so high, as everybody's seen. I came over here in 2012, raced Des Nations and said: 'Man, I got to get myself here and got the opportunity.' And the guys here are so tough and fast, and the rest of the world, Australia, America, everywhere didn't really see so much but when you bring a world-class rider like Villopoto here it opens some eyes to see the level of the GP."

Ferris has been disappointed with his results. His best being a ninth in Moto 2 in Thailand and was sitting eighteenth in MX2 after Spain. "Obviously the results haven't been so good," Ferris says.

"I started off on the back foot. The start of the season was a bit behind with everything, testing, riding and training. But through the weeks it's been getting better, just waiting for the results to show on race day."

According to Waters, the two-day format is the biggest adjustment they've both had to make, with qualifying on Saturday and two motos on Sunday. "We follow the American format [in Australia] where it's just the one-day event," says Waters.

"So that was the biggest thing for me. I race Saturday and I haven't even done a points race and I'm buggered. You can train as much as you want but when you line-up, these guys have been doing it since they were 16."

"That was a big thing. Coming with that is the fact that there's two days where they don't prep the track. That much riding on the track, it just gets brutal. The tracks are so rough. Australia, our tracks are similar layouts."

"We've got similar dirt. Maybe not as deep sand but we have hardpack. But they get super rough here."

Ferris's been at it long enough to know how brutal it is and has actually backed off his training program to let his body catch up. "This is my fourth year, and I'm starting to change my program now after round five [Valkenswaard] because I think I train too much," says Ferris. "The weekends here at the grands prix are so long and they beat you up."



I HAD A REALLY GOOD PRE-SEASON IN AUSTRALIA AFTER A REALLY BIG INJURY SO I HAD CATCHING UP TO DO

TODD WATERS

NOT SAVING RYAN

Struggling superstar Ryan Villopoto doesn't get much sympathy from the Australian contingent in MXGP. Knowing what he knows now, Todd Waters isn't surprised that RV has faltered at some of the rounds.

"It didn't surprise me because I came here and I've seen the level," says Todd. "I saw the level. I wasn't blinded by it. I raced Des Nations in 2012 and '13 and I saw the level where

the rest of the world was at, up against the Europeans.

"I knew when I came and raced here how different it was to live. It's freezing cold, it's raining. It's completely different to Australia. The tracks are different. It's so rutty and technical. We follow a lot in the footsteps of America.

"For me, these guys – the Europeans – are tough. It's one thing to ride fast on a bike but to have footpeg-deep ruts

up over a jump and really, super technical tracks... Villopoto's an amazing rider and I knew that he'd be a threat, but it wasn't going to be handed to him, that's my opinion."

Dean Ferris is more critical. "Ryan Dungey has been trying to tell everyone why the United States has lost the last three Des Nations and Villopoto's trying to tell everybody there's some fast guys [in the USA]. I don't think anybody

believed it and then Villopoto came over and he got his arse kicked."

"Obviously, when Villopoto came over... All the magazines were just America," Waters says. "That's all we see. I came over here in 2013; I didn't know who [Russian Evgeny] Bobryshev was, or these guys.

"That's just how it is in Australia, nothing about GPs. But now I think it's turning a bit because of Villopoto."



Ferris has not had the start he hoped for.



Waters is not surprised by RV's problems.

Got to make sure you don't do too much through the week but not too little. So you're always refining your program."

Waters is travelling in a camper, and now that the flyaway races are over, he seems to be settling into a comfortable routine. "I like the laid-back atmosphere of having a camper and doing your own thing," he says.

"It's such a long, dragged-out race weekend. You go out for practice and then you come back and you're sort of like, man, that's quite nice. It's good to have a place where you can go back and hang out."

At least for now, Waters has been a bit overshadowed by teammate Max Nagl, who was leading the series when this article was written, but he has no complaints about the team, which is one of the best in the paddock. "Antti (Pyrhonen), the team manager, is an ex-rider, sort of fresh off racing," says Waters.

"He's really helpful with the riding side of it and little things of setting up the bike. It's a different bike setup also. He's shown me the ropes really well. It hasn't just been 'here's a bike, off you go'. He helps me along the way."

Water's team is relatively new, while the team that Ferris is with has a lot of experience, with Jacky Martens running the show. Last year, they became Husqvarna's MX2 team. "They already had a great team," explains Ferris. "They were just struggling to find a good MX2 rider so they put me on a 250 [last year]." Since the move to MX1, Ferris has been a bit hit and miss, but seems to be improving. "I'm seeing a lot of the tracks for the first time," he says.

DIFFICULT TRACK

"Trentino I'd raced before but it's definitely a difficult track, so hardpack. That was also pretty early in the season.

"Valkenswaard was a first time for me, and Spain [round six] is a first time for me. But from now on I think most of them I've been to. England, the next round, is definitely one of my favourites. The dirt's really good, sticky, ruts. That's kind of my style.

"At the moment my weakest point is probably my leg. Still trying to work on that. Just the flexibility's not so great."

Waters adds that hitting a track for the first time is a huge disadvantage. "It's tricky for me because these guys are growing up on the tracks," Waters says. "This one [Spain] is I think my seventh or eighth GP. Last year I did four and hurt myself. So it's all new for me.

"It's nice because they are new tracks so they are exciting but it does take me a little bit to learn them. The tracks like this with the hills... The jumps are basic but just not quite sure where to go."

When asked if he gets homesick, Ferris quickly says "not at all". "I've got my girlfriend, Jacquelyn, with me," he says. "And a really cool family that I hang out with a few times a week that's kind of my family away from home. Obviously I think about home, especially when you're in the winter or out on a mountain bike and it's -2 degrees. Then I think about home a lot."

For Waters and Ferris, there's still a lot of racing to go, and both seem to be settling into a groove. There's one thing for sure, provided both avoid injuries, 2016 should be a good year for these Aussies abroad. **ADB**

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Home brewed

WORDS // GREG WYLIE PHOTOS // GREG AND LAURA WYLIE

New Zealand's reborn Race to the Sky lets racers
take their wild bikes and quads to the limit





MONSTER QUAD

Powered by a Honda CBR1000RR with a complete HRC Superbike engine kit and full-spec HRC exhaust, this machine (left) is no ordinary quad, it's a superquad. Owned and raced by Darcy Prendergast and built by Honda Country Ashburton for the Race to the Sky, it competed before the event went into hibernation.

Seven hundred and fifty man hours went into the build by motorcycle enthusiasts Brendon Price and the late Craig Hyde of Ashburton. Features include aerofoils designed by Air New Zealand technicians to give maximum downforce at 100km/h, about the average speed up the mountain.

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The frame was then hand built from chrome-moly tubing, with the engine

The sealing of America's Pikes Peak made New Zealand's Race to the Sky the world's longest gravel hillclimb. There was just one small problem, it wasn't being stage. It took Gold Coast motorsport nut Tony Quinn, of VIP Petfoods, to get the event going again after an eight-year hiatus. The Possum Bourne Memorial Trophy, for fastest Kiwi, and the King of the Mountain title, for the overall victory, are at stake as over 100 wild and whacky motorbikes, superquads, cars and buggies compete against the clock climbing from 450 to 1500m above sea level through 135 corners over 14.5km.

In the words of Australian Safari legend Steve Riley, it's "run what you've brung" and, with very few rules on modifications, this has led to some epic hillclimber builds, including Jason Feaver's Honda CR600 (you read right) putting out 97 horsepower, and superquads running 150hp road bike engines with features like brake-activated aerofoils. Some competitors just dusted off their machines from back in 2007 and added more grunt.

Extreme enduro star and eight-time New Zealand

Enduro Champion Chris Birch made his Race to the Sky debut on a KTM 1190 Adventure R in the Heavyweight motorcycle class. This is a 147hp bike and, while the Wanaka watercart driver was enthusiastic in his dust suppression efforts for spectators on the lower part of the course, it made for a challenging time for Birch. Once onto the main part of the climb the beast was able to be unleashed to over 200km/h.

On the Saturday, competitors got three runs to familiarise themselves with the course, which climbs from the Cardrona Valley, near Queenstown, up into the Pisa Range. The runs gave them a chance to try to memorise the corners and come to grips with the surface, which gets faster as it is swept by the cars and bikes. As the weekend progresses the course gets a little more than swept by the crazy 850hp hillclimb specials, with rocks popping out and gravel berms forming to slow competitors who overcook their corner-entry.

With the aid of a helicopter transfer, Nathan McAlwee was able to ride two classes, with a KTM 250SX-F in the Lightweight class and a KTM 450SX-F in Middleweight. McAlwee was looking like the man to beat after Saturday's runs, having laid down a very fast 9min 11sec run on the 450. His 250 runs were also blistering and, surprisingly, not far off the times of the larger bikes.

Multi-time motorcycle-class winner Craig Hyde (opening pic) returned with his trusty 1992 Kawasaki KX500, proving that the latest weaponry isn't essential for attacking this hill and being competitive.

'Rocket' Ron Kirkman, 78, dragged out his homebuilt 1000cc Honda superquad, safe in the knowledge that he was one of the few to have contested all 10 previous events. Despite his age, Rocket isn't slowing down and was as happy as ever to be scorching up the hill.

1. Birch backs it in
2. 'Rocket' Ron Kirkman





For some, the final is the pinnacle
of their weekend when skill,
experience and luck come
together for a magic run

Main: Nathan McAlwee used a chopper to ride two classes, but a rock stopped his 450 on the Sunday
 1. The Heavyweight podium of Craig Hyde, Gregory Baynes and Glen Manning
 2. Michael Cotter took out the Middleweight class from Mark Whyte and Matt Squire



His 250 runs were also blistering and, surprisingly, not far off the times of the larger bikes



Sunday brought qualifying and a top-20 shootout which dictated the starting order for the all-important final run.

The drama started early as two of the overall contenders, Alister McRae (Subaru WRC 98) and Ian Ffitch (BRM 1080cc swing-wing superquad), had technical issues in qualifying and had to swap engines before lining up for their final runs.

Nobuhiro "Monster" Tajima from Japan couldn't add to his eight overall victories after the rear bodywork (and the attached wing) of his Toyota 86-badged special came loose, sending him crashing off the course.

For some, the final is the pinnacle of their weekend when skill, experience and luck come together for a magic run that results in a personal best time or a trophy.

Fitch put it all together on his superquad

for third overall and fastest Kiwi behind King of the Mountain McRae, from Scotland. For others the final run can be a bit of a let-down; like Birch's rear tyre, which put an early end to his lunge part way up.

McAlwee came away with the Lightweight (250cc) win but found a hidden rock on the 450SX-F which put him on the ground and ruled him out of challenging for the title of fastest motorcycle.

This went to fellow Middleweight racer Michael Cotter on a Kawasaki KX450F. Gregory Baynes won Heavyweight on a KTM 550SX-F from Hyde's old Kwaka.

For those who reach the top, and for those who don't, the buzz of the high-speed runs is very addictive and few will be able to resist returning for the confirmed running of the race next year on 18-20 March. **ADB**



MONSTER STROKER

Jason Feaver (above) is the current New Zealand Open-Class Beach Racing Champ with a highly modified, alloy framed Honda CR600 two-stroke. Running a billet crank and 97mm bore, the monster is fed race fuel by a 46mm Lectron carburettor, for 97hp at the rear wheel.

Jason struggled to find a tyre to get this power to the ground on the Race to the Sky's gravel surface, with top-gear wheelspin part of the deal. Having run quicker times in previous years, a slight de-tune or a four-stroke is on the cards for the hill, with the CR600 reserved for beach racing. Of course this was not a case of too much horsepower, but not enough tyres on the market.





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Assuming the attack position



PART 2 OF 2

THE FINAL STAGE

Staff writer Dylan Ruddy is coming to the end of his KTM cycling crusade. Has it been worth it?

It's been roughly five months since I started my fitness crusade. When KTM Bikes Australia lent us two pushies in March (*ADB* #426), the goal was for me to get back to a respectable level of fitness after 12 months recovering from a knee injury.

The bikes, one road and one MTB, provided me with an opportunity to not only get an insight into the cross-training methods of pro motocross and enduro riders, but also a chance to improve my fitness and skills. Before embarking on this project, my fitness was appalling. I could barely get through an enduro loop without feeling the strain.

One thing that I have learnt is that general fitness and bike fitness are very different beasts. You may be able to run 5km with ease, or bench press 60kg, but that doesn't

necessarily translate to fitness on an enduro bike. When you are trying to haul a 115kg motorcycle up a gnarly hill, a whole different type of fitness comes in to play.

Part of this is because you are using different muscle groups to what you would use in the gym or in other sports.

This is why taking possession of a couple of bicycles was a perfect choice. Cycling is probably the closest thing to replicating the type of fitness needed to ride a dirt bike. This is why so many professional dirt bike riders use road cycling or mountain biking as a cross-training method.

DEAD KEEN

At the beginning of this exercise, I was dead keen on taking possession of the bicycles. I definitely leaned towards the mountain bike,

as road cycling isn't really my forte. I have ridden pushies my whole life, but I never would have called myself a keen cyclist.

I was the type of guy who rode a mountain bike to school and took as many shortcuts as I could; up gutters, through parks, down laneways and across footy ovals.

But that's not to say that road cycling doesn't interest me.

As a keen sports fan I have always paid close attention to the Tour de France.

Thanks to our mates at Monza Imports, I got kitted out in some Louis Garneau gear and then attached some clipless pedals to the roadie. I suddenly felt like a pro. Tour de France, here I come!

One thing I discovered with the road bike was that you have to ride for longer periods to reap the benefits. Riding to and from work



Dylan channels his inner Cadel

KTM STRADA RC 1.0	
ENGINE	
Type	Homosapien
Transmission	Shimano 105, 20-speed
FRAME	
Material	High-end carbon
Size	59cm (Large)
Wheelbase	1006mm
SUSPENSION	
Fork	KTM F6 carbon tapered
Shock	Hardtail
BRAKES	
Front	Shimano 105 cantilever
Rear	Shimano 105 cantilever
RUNNING GEAR	
Handlebar	Ritchey Comp Logic II
Front	Maxxis Detonator 700-23C
Rear	Maxxis Detonator 700-23C
PRICE & CONTACTS	
RRP	\$2090
Distributor	ktmbike.com.au
Phone number	(03) 8363 1600

One thing that I have learnt is that general fitness and bike fitness are very different beasts

doesn't really do much for your physique if you live 20 minutes away and the roads are dead flat.

I found myself getting to work without having raised a sweat. This meant that I would have to go out for a one or two-hour ride to feel like I was working hard.

SMALL DOSES

The reason for this is that unless you are constantly going up and down hills, road cycling isn't very taxing in small doses.

Sure, you can push harder, but even then, it doesn't feel super rewarding.

I found that I needed at least 20km to begin to feel the burn.

This is okay if you have plenty of time, but I found it difficult to find enough to get out and put some solid kilometres on the bike.

Fortunately, the programs created by KTM physiologist Tim Cole gave me some

direction. The other thing I found with road cycling was that it became incredibly hard to find motivation as the weather got colder.

I'm sure old mate Louis Garneau would have some winter gear, but the gear that I was running wasn't really made for cold weather. Despite this, I found the road bike to be really beneficial.

Not only is it convenient in that you can simply gear up and ride out of your driveway, but when I followed Tim's programs and really put in 110 per cent, I did come home with my lungs bursting and my legs burning.

The other great thing is that it is an awesome alternative to driving. I found myself getting to work quicker than I would in my car.

I won't be entering Le Tour any time soon, but cruising along Beach Road in Melbourne on a warm, sunny day is a great way to spend time and keep fit.

But the part of this project that I enjoyed the most was the mountain bike riding, as I had never done any serious MTB riding in the dirt.

I often watch clips on YouTube of pro downhill and cross-country mountain bike racers and marvel at their skill and fitness. The KTM mountain bike gave me the opportunity to give it a crack.

LYSTERFIELD

Monza also hooked me up with some Fox MTB gear and a pair of Louis Garneau MTB shoes, so at least I looked the part.

Our nearest MTB area is Lysterfield Park, which is perhaps best known as the home of the State Mountain Bike Course used in the 2006 Commonwealth Games. Lysterfield contains a great mix of easy, medium and hard trails to suit all levels.

From the moment I made my first



VS



ROADIE BENEFITS

Road cycling is popular with dirtbike riders, especially at the elite level. Professionals like Ryan Villopoto, Chad Reed and Ken Roczen often post photos of themselves on social media out on training rides.

Unlike mountain biking, road cycling does not use similar skills and muscle groups to dirtbike riding, but it is very good for fitness. The main benefit of road cycling is the improvement of the cardiovascular system.

Of course, good cardiovascular fitness is critical for riding an off-road bike, whether it be for trailriding, enduro, motocross or supercross. Like mountain biking, road cycling can be a fun way to burn off unwanted calories and improve your metabolism.

Cycling can also help build muscle, especially in the legs. From my experience, riders who cycle consistently have less leg-fatigue problems. For those who have suffered knee injuries, cycling can be a great addition to a rehabilitation program as it is non-weight bearing, and helps build up lost muscle mass and strength in the affected leg.

There is less chance of a self-inflicted crash due to the lack of trees and obstacles on the road, but there is the danger of other traffic and cyclists. The physical skills used on a road bike might not be very similar to those used on a dirtbike, but it is beneficial for fitness and psychologically. Often road cycling is done with a partner, in a group or even in a race setting.

Being able to ride comfortably with other people around can be beneficial for all forms of off-road riding. It also helps you to understand how to accept and deal with the pain of intense effort for short or long periods within your own anaerobic limits. The competitive nature of riding with other people improves psychological toughness and teaches you how to handle pain as well as higher duration and intensity.

The anaerobic system uses minimal oxygen and is primarily used in periods of high-intensity exercise. Once the anaerobic threshold is reached, lactic acid begins to build up in the muscles, resulting in fatigue. Road cycling is a great way to increase this threshold but also to understand where your limits are.

You will always cover more kilometres on the road and at a faster rate than mountain biking. To build a base fitness, two or three 40-60km rides, plus one long-duration 100km ride per week is a great start.

As the racing season draws closer it is important to reduce the distance and increase intensity.

Using interval training and alternating between hills and flat roads will also help build fitness more quickly. It is also proven that the steady state heart rate training is not as good as multiply intense efforts with small rest period between.

MTB BENEFITS

Mountain bike riding is a very popular pastime among dirtbike riders. But it is also a popular method of cross training, as it provides great fitness benefits and uses similar skills.

MTB riding provides both physical and psychological benefits to help a rider in their chosen motorcycle sport. One of the main fitness benefits is improvements to the cardiovascular system.

The cardio system is responsible for transporting blood around the body. Blood carries oxygen and nutrients to our cells. By improving the function of the cardiovascular system, we are able to perform at higher levels due to oxygen and nutrients being more readily available.

This ultimately reduces fatigue. This is important on a motorcycle as fatigue means less awareness and more mistakes. Another benefit is to improve muscular endurance and strength.

This means less crashes, reduced risk of injury and possibly less time off work should an injury occur.

This allows a rider to perform at a higher level once their muscles become stronger and more resistant to fatigue and lactic acid build-up. The proper riding position on a mountain bike, the "attack position", is very similar to that recommended for a dirtbike, which means that muscle groups which are worked during mountain bike riding are also worked during motorcycling.

By improving your strength on a MTB, your muscular endurance and strength will be better on the motorcycle. Mountain biking also improves your metabolism and is a fun way to burn calories.

Mountain biking can be dangerous as the terrain is usually rough and speeds can be quite high on the downhill sections. However there is the lack of traffic, arguably making it safer than riding on the road.

The skills used on a MTB are extremely similar to those used on an off-road motorcycle.

Line of vision, line selection, maintaining flow, energy conservation, surface/terrain awareness, body position, brake feel/modulation, knowing the difference between standing and seated positions and weight distribution are all important skills that are used on both MTB and dirtbikes.

Cross training on a mountain bike is a great way to hone these skills. Mountain biking is not only cheaper but it is a much more accessible sport than dirtbike riding, meaning that it can be done on a week-to-week basis and often closer to home.

There are a variety of ways to train with a mountain bike, depending on your level of experience and fitness levels.

ADB Race and Fitness Editor Stephen Gall

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I have had a couple of small crashes on the MTB and lost some skin



KTM LYCAN 1.65	
ENGINE	
Type	Homosapien
Transmission	Shimano SLX, 20-speed
FRAME	
Material	Hydroformed alloy
Size	21inch (Large)
Wheelbase	1114mm
SUSPENSION	
Fork	Rock Shox Sektor 125mm travel
Shock	Rock Shox Monarch RL 125mm
BRAKES	
Front	Shimano SLX disc
Rear	Shimano SLX disc
RUNNING GEAR	
Handlebar	Ritchey Trail low-rise
Front tyre	Continental X-King 27.5-2.2
Rear tyre	Continental X-King 27.5-2.2
PRICE & CONTACTS	
RRP	\$3390
Distributor	ktmbike.com.au
Phone number	(03) 8363 1600

Lysterfield's chicken runs are not used by the hunks from ADB magazine

descent, I was hooked. The uphill are hard work, but it is all worth it when you twist and turn your way through the bush at speed on the downhill sections.

I also found that mountain biking was far more beneficial for a dirtbike rider in that the intensity is higher for shorter periods of time and the skills are far more similar to dirtbike riding than road cycling is.

It is perhaps a misconception that the downhill are the easy part.

Sure, they are more fun and less taxing on the body, but they also require 100 per cent concentration, quick reactions, good use of body weight and strong legs to complete them at speed. You'd be surprised how much you feel it after 3-4 minutes on a tough downhill run.

The MTB does have its downsides. For one, most of us have to travel at least 30 minutes to get to a decent riding area.

Whereas you can simply gear up and ride out of the shed on a roadie, you generally have to transport your MTB to a riding area, which costs time and fuel.

Another issue is that there is a higher risk of injury. Some might argue that riding on the road among the tintops is more dangerous, but assuming you stay alert, road cycling is actually pretty safe.

LOST SKIN

On the other hand, travelling at 30km/h plus down a rough, rocky and tree-lined singletrack leaves no room for error and, if you make a mistake, chances are it's going to hurt. I have had a couple of small crashes on the MTB and lost some skin.

Assuming you can put up with cuts and bruises, and you don't mind travelling to epic riding areas, then mountain biking is very beneficial to your health and your dirtbike

KTM CONFUSION

Don't forget, as we explained in issue #426, KTM Bicycle Industries is not the same company that makes the powered two-wheelers we're more familiar with. KTM split in 1992 into four entities of which two were KTM Sportsmotorcycles and KTM Bicycle Industries, with the latter producing its first bicycle under new ownership in 1994.

Precise Shimano brakes make it hard to break the rear loose



riding. The program set out by Tim allowed me to use both the road bike and the mountain bike to improve my fitness and my skills.

I found it hard to stick to the program, simply due to time constraints and the worsening weather as winter hit, but I do believe it has helped me and I have noticed a significant improvement in my fitness.

The cycling, together with going to the gym and playing sport, has helped improve my fitness in many areas.

After the knee injury, I let my fitness drop but I believe I am back to a respectable level.

I found the cycling got easier with each week that went by, showing an increase in muscular power and endurance. Tim's program got progressively more intense, which also helped improve fitness.

In May I ran 14.3km. Previously I had never run more than 5km, so running that distance was a huge personal achievement and proved to me that my fitness had definitely improved.

I have also noticed an improvement on our Husqvarna long term.

My riding is the best it's been since my knee and my times at our secret singletrack loop have improved greatly (see issue #426).

LYCAN IT

After spending a fair amount of seat time (and unseated time) on a KTM Ultra 29, I was interested to see how the latest Lycan 1.65 would stack up. The discontinued Ultra 29 was an entry-level hardtail with alloy frame, 29-inch wheels and basic Suntour fork.

The Lycan is a much higher spec, full-suspension bike with hydroformed, triple-buttressed alloy frame and 650B wheels (the 1 in the designation standing for the spec and the 65 for the wheel size, also described by some bicycle marketing types as 27.5 inches).

Let's just say the Ultra 29 was not the greatest example of bikes with that wheel size, suffering from slow steering and top heaviness.

The Lycan 1.65 is a totally different kettle of fish, with fast steering and instant response to cornering inputs. We've already used a Rock Shox Sektor fork offering 100/120/140mm travel and the Sektor on the Lycan is a good compromise with 125mm. We just backed off Dylan's air pressure for our lighter weight.

The Rock Shox Monarch RL shock has the same travel, plus anti-squat geometry. Our only minor annoyance was that the pointed top arm of the linkage kept hooking up on our shorts. The Shimano SLX disc brakes offer great feel and huge stopping power.



Wolter Kuiper
ADB Sub Editor
6/10/1955
15 years MTB riding



Perhaps the best indicator was when I raced AORC and finished the three-hour cross country and five sprints, something not possible six months ago. It was hard work in the sand at Karoonda, SA, but I didn't pull up too badly and was happy with how my body had coped.

The time has come to hand the two treadlies back to KTM Bikes Australia, but I am planning to continue using the programs set up by Tim.

I have an old road bike in the shed and have just purchased a MTB of my own, so the plan is to keep going and try to improve.

It can be hard for an amateur-level racer or trailrider to find the time to work on their fitness. It can also be quite costly buying a gym membership and personal training sessions. We don't have to do all the things that pros do, but if I can recommend one thing, it is to spend a little bit of money and buy a MTB.

It will set you back a little bit, but if you look after it, it will last you for many years and will probably work out cheaper than gym memberships in the long run.

It will also be more beneficial for your motorcycle riding. **ADB**

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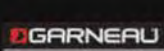
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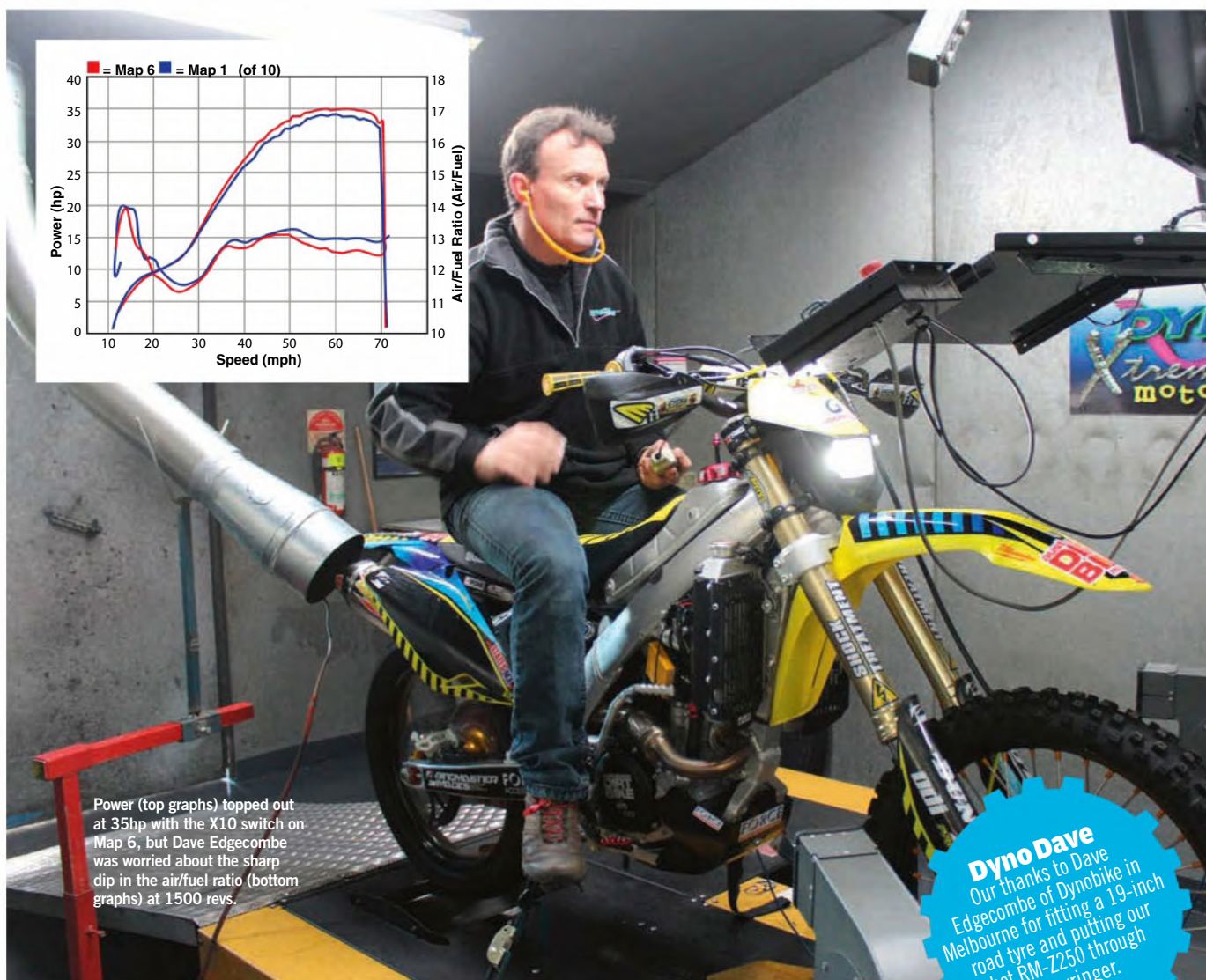
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Power (top graphs) topped out at 35hp with the X10 switch on Map 6, but Dave Edgecombe was worried about the sharp dip in the air/fuel ratio (bottom graphs) at 1500 revs.

VORTEX X10 ECU AND MAP SWITCH

ECU \$699, map switch \$50, Vortex Ignitions, vortexcdi.com, (03) 9761 7525

A motocross bike is not exactly ideal for the bush. When our Suzuki RM-Z250 giveaway bike arrived, one of the first things that went on our list of mods was the ECU.

Vortex is one of the leading and most reputable manufacturers of ECUs, so it was a no-brainer to install an X10.

The aim was to give us more adjustability. The Vortex comes with 10 programmed maps as well as allowing you to 'trim' the mixture at high, medium and low throttle.

While the Vortex did help, Editor Mitch Lees felt the engine was still too peaky. With Mitch out of town and MX Editor Lee Hogan unavailable we went to Dave Edgecombe at Dynobike in Moorabbin, Vic to see if he could identify the problem and fix it.

Dave put the bike on the Dynojet dyno and made changes to the ECU after each run. He found that the 5 and 6 positions on the X10

switch gave us a more mellow delivery, but the dyno revealed a sharp dip in the air-fuel ratio at 1500 revs. Despite Dave adjusting the trim switches, this hole could not be eliminated.

WE LIKED

ADJUSTABILITY The Vortex X10 ECU allows you to make adjustments using one of 10 pre-programmed maps. The trim switches also help in adjusting the performance.

EASE OF USE Making adjustments on the Vortex ECU is very simple. A narrow, flathead screwdriver is used to turn the four dials.

MAP SWITCH The switch makes ignition map changes easy. Ideally the RM-Z should be able to switch between a motocross and a trail map without touching the ECU.

WE DIDN'T LIKE

LIMITED SETTINGS The main issue we had

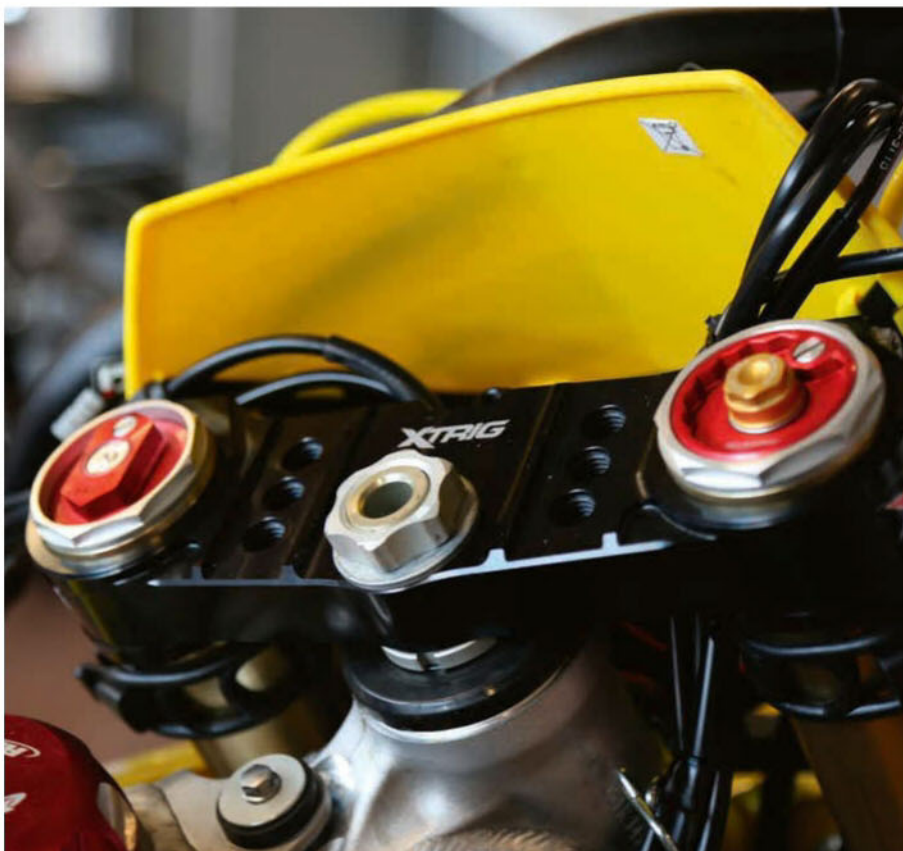
with the Vortex was that it only had 10 maps. Essentially, you have to work with what Vortex has given you and, if those maps don't work for you, it is going to get expensive to load new ones. The programming kit and software are designed for pros and will cost you.

HARD TO ACCESS This is not an ECU problem, but the difficulty of reaching it in the RM-Z. You can reach it through the frame with a long-handled screwdriver but Dave found it easier to pull it out (the yellow box you can see in front of his leg).

VERDICT

The Vortex is a great piece of kit but the pre-programmed settings did not suit slow-speed bush riding. Vortex has software that allows you to re-program the unit, creating more flexibility. The downside is that this stuff is not included with the ECU.

Dylan Ruddy



XTRIG TRIPLE-CLAMP & PHDS

Top triple-clamp \$260, PHDS 'bar clamps \$275, JWT Imports, jwtimports.com.au, (03) 5278 7273

Anything that we can do to stop Editor Mitch Lees' lily-white office hands turning into bags of blisters is fine by us and Xtrig's PHDS handlebar clamp system can certainly do that. The Xtrig gear, from JWT Imports, was a late addition to the accessories on our RM-Z250, at Mitch's insistence.

It took us a while to figure out why he was so insistent that the Xtrig triple-clamp and PHDS system should be the crowning touch on the Suzuki but we figured it out when we saw his hands after the Hedley AORC round. Chad Talbot, of Chad's Off-Road, also is a big fan of this gear and that makes sense. No point setting up your fork and having your steering let down by flexing triple-clamps.

WE LIKED

THE COST The alloy top triple-clamp and PHDS are surprisingly reasonable, but if you want both triple-clamps with the steering stem and tapered roller bearings you're looking at more than \$600, plus the PHDS.

INSTALLATION Everything went together beautifully. We didn't have to 'spread' the triple-clamps to get the fork tubes in and the clamp bolts all wound in nicely.

LOOK The CNC-machined triple-clamp is made in Germany and is a work of art. The

black anodising is very high quality and the logos let everyone know you have good taste.

WE DIDN'T LIKE

BOTTOM CLAMP We would have liked the Xtrig bottom triple-clamp and steering stem to complete the package, but that is the most expensive component. As it is, the top triple-clamp gives you the full range of handlebar adjustment and provision for the PHDS, which are the most critical elements anyway.

TOOLS We had to ask around to find a 31mm socket for the steering stem nut.

FASTENERS The handlebar and triple-clamp bolts are galvanised Torq fasteners similar to those favoured by KTM. We don't like the look, the coating is relatively soft and they don't take long to start rusting. Nickel please.

VERDICT

A lot of top racers swear by Xtrig, and they can't all be wrong. *ADB MX* Editor Lee Hogan bought his own and loves the precision it gives the steering. We loved the range of adjustment, with three positions on the triple-clamp, plus the reversible 'bar clamps, spacers for extra height and three elastomers to adjust the level of vibration control.

Wolter Kuiper



FORCE PROTECTION

Bashplate \$185.46, radiator guards \$203.61, disc guard \$85, clutch cover \$195, engraving \$25, case saver \$39, forceaccessories.com.au, (03) 8710 4141

If you have been following our RM-Z250 build, then you will have noticed the awesome Force Accessories gear. Force is a Victorian company that develops, builds and distributes motorcycle accessories.

Originally specialising in radiator guards, the company now makes a wide variety of protection parts. The guys at Force were good enough to send us a bunch of stuff including radiator guards, a bashplate, rear disc guard, personalised clutch cover and case saver.

All this equipment has played a huge part in protecting a bike we are going to give away. The radiator guards are easy to install and reasonably lightweight.

They do restrict airflow but not by much. According to Force, the linear flow is down by less than 10% at low speeds.

With the amount of protection you get, we think that is a pretty reasonable compromise. The bashplate also provides great protection and is easily removed for oil changes and washing.

What we really love is the personalised clutch cover with *ADB EST 1975* engraved on it. It adds more 'wow' factor to the bike and gives it that factory look.

Dylan Ruddy





PRO CIRCUIT T6 EXHAUST SYSTEM

\$1149.95, Monza Imports, monzaimports.com.au, (03) 8327 8888

While it would have been nice to put a titanium pipe on our RM-Z250 recreational registration project bike we had to consider its possible future life as a split-personality racer and trailblazer.

Every bush rider knows that titanium is a huge crash magnet when attached to a motorcycle and there wouldn't be many pipes made of the stuff that would be quiet enough for trailriding anyway.

As it is, the Pro Circuit T6 is claimed to offer the same performance as the Ti6, it just switches to stainless steel for the header, mid-pipe and end-cap with aluminium for the oval muffler canister.

So it's lighter than stock, but not as light as it could be.

WE LIKED

LOOKS The Pro Circuit pipe looks good, no doubt about it, and nobody even picked up on the fact that it was stainless as the

badge on the muffler is almost identical to the one on the Ti6.

PERFORMANCE No question that this pipe pumps out more ponies for motocross, but the Vortex ECU and map switch (see separate evaluation) are almost compulsory to tame the output for trailriding.

CONSTRUCTION This exhaust is very well thought out and put together. The separate header and mid-pipe makes installation easier than the stocker and the joint between the two is machined to ensure a good seal. The RC4 resonance chamber ('power bomb') is well out of harm's way and the muffler mounting bracket is a machined and powder-coated alloy piece. The TIG welding is perfect and it's made in the USA.

WE DIDN'T LIKE

RIVETS Wish there was an easier way to repack the muffler without having to drill out the rivets as this just about guarantees

that people won't do it until they get turned around at scrutineering.

NOISE Yeah, I know, this pipe is not very noisy but if you prefer stealth mode it's not something you can do much about, although you could experiment with repacking the muffler. There's always the opportunity to refit the stocker for bush work, as the Vortex ECU has a map for it which you could make the second selection on the map switch.

VERDICT

We were rapt with this exhaust. Editor Mitch Lees thought it was one of the most important mods that we have done to the giveaway bike. Certainly from a looks and performance point of view, it's made an obvious improvement but it's also cut a little flab from up high on the Suzuki. The finish and fit is awesome and we've had no leaks from the header on mid-pipe joins.

Wolter Kuiper

ARC CLUTCH & BRAKE LEVERS

Clutch lever and perch \$289.95, brake lever \$109.95, Lusty Industries, lustyindustries.com, (02) 4962 3511

Busted levers? It's happened to just about everyone. Some fit shorty levers, some carry spares in their bumbags, others tape 'em to the handlebars or frame. None of these solutions really solve the problem for a motocross/bush beast like our RM-Z project bike. We didn't want to be sticking spare parts on the Suzuki and we didn't want to have to pull out of a race because of a busted lever. The ARC RC8 levers we fitted solved the problem.

WE LIKED

MATERIALS The ARC levers are made from forged alloy while the base of the lever, on which they swivel is CNC machined, giving them extra toughness. The fasteners and swivel spring are stainless steel.

FLEXIBILITY The levers are as flexible as a yoga instructor and are capable of folding right back on themselves. This is particularly useful because the Cycra Rebound handguards that Editor Mitch Lees favours over broken wrists don't offer the ultimate protection for the levers.

LOCK WIRE Never seen anything come lock wired as standard but the RC8 clutch

lever pivot does. Super trick. Pity it's not an hydraulic clutch.

ADJUSTMENT The Allen-head reach adjusters are great and the large rubber wheel to adjust the clutch on the fly are both easier to use than the stockers. ARC also includes a small screw in the lever called a "pivot-bolt screw" which stops the up-and-down movement you get from worn levers.

WE DIDN'T LIKE

PRICE If you read the information at the top of this yarn, you've probably sworn softly already. Yes, they're not cheap but they're not made of crap. It's pretty hard to justify them for the bush but if you are using your bike for racing then you're avoiding a DNF.

PERCH The two halves of our clutch lever perch did not have the same finish.

THE VERDICT

The ARC RC8 levers and clutch perch are great products. They are more durable, easier to adjust and less likely to wear than the stock units. It would be nice to have a matching clamp for the brake lever but no big deal.

Wolter Kuiper



RHK BLING PARTS

Bling kit \$99.95, Pursuit footpegs \$129.95, tank cap \$39.95, alloy chainguide \$59.95, John Titman Racing, jtr.com.au, (07) 3245 7499

Bling kits are funny things. I mean, are they really worth the money? They don't make you go any faster and they don't give you any increase in performance or practicality, but people still buy them and install them on their bikes.

We're guilty of that, having installed an RHK bling kit, footpegs, tank cap and chainguide on our long-term RMZ250 giveaway bike. Was it worth it? Well, if we are looking strictly for performance, then no. But bling kits are not about performance, they are about looks, and it is safe to say that these parts gave our RMZ that factory look.

There is no issue with riding around on an old beat-up bike, but some people like their motorcycle to be an expression of themselves and that comes down to how the bike looks.

There are a number of parts and products to bling up your bike, but the red bling kit that we installed probably stands out the most. The kit was easy to install and looks great. So far we have had no issues with scratches or scuff marks with the anodised metal holding up nicely.

RHK is a pioneer in bling kits and the seven-piece kit that we installed looks incredible. While the tank cap and chainguide are largely more of the same, the Pursuit footpegs have certainly improved boot grip on the bike as well as looking trick.

Dylan Ruddy





STATES MX WHEELS

\$899, Link International, linkint.com.au, (07) 3382 5000

We did want our Suzuki RM-Z250 to look as good as it could and one of the quickest ways for us to do that was with a set of aftermarket wheels. These are not as expensive as they used to be and offer substantial benefits in weight and durability.

The States MX Wheels we picked up from Link International are very good value and have held up well. An unexpected benefit was that we had a set of wet-weather rubber sitting on the stock wheels.

Thanks to the RHK bling kit we were even able to dress up the States MX wheels with red valve caps and rimlock nuts.

WE LIKED

THE FULL SUITE: The wheels come

complete with greased and sealed bearings, internal spacer and external spacers. You just have to be careful not to damage the seals during installation.

TOUGH: The 7050 T6 aluminium alloy rims and the billet hubs are holding up well. There are no dings or flat spots, although the spokes will need tightening before we give this thing away.

COATING: The powdercoating on the rims has survived our clumsy tyre changing efforts but it's not the smoothest and tends to look dirty pretty quickly. The hubs still look new and, after a quick tub, the rims do too.

SUSPENSION: Editor Mitch Lees says the reduced weight of the wheels has improved suspension response.

WE DIDN'T LIKE

SIZING: There's no 18-inch rear hoop option for the RM-Z from State, even though that size is there for the EXC, CRF-X and WR-F.

COLOURS: The hubs are only available in gold or red, but if you've seen attempts at yellow anodising you'll know the problem.

SPACERS: The State's mounting system is different to the stock set-up so we had to machine one of the wheel spacers to accommodate the RHK disc guard.

VERDICT

An impressive addition, the States MX wheels offer quick wheel changes, less weight and a sexy set of legs.

Wolter Kuiper

RK HD CHAIN AND STATES MX SPROCKET

Chain \$149, sprocket \$99.95, Link International, linkint.com.au, (07) 3382 5000

Our RK heavy-duty gold chain and States MX Hybrid rear sprocket are doing sterling service. The chain is due for adjustment after seven hours of use, but most of that can be put down to the bedding-in process of the chain and new rear sprocket.

We'd expect a longer interval before adjustment is required again. There is no visible wear on the teeth of the composite rear sprocket, and it's impossible to 'lift' the

chain off the teeth at this early stage. This is a good pointer to the value of running a steel ring of teeth riveted to an aluminium alloy centre, as States MX has done. We've got the stunning red-anodised finish you see here without the faster wear of a hardened all-alloy sprocket.

Part of the credit for the lack of wear must also go to the Ipone Sand Chain lube we've been spraying on the RK.



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PRESSING OUT DENTS

Everyone has had a dented rim. If you have just forked out some hard-earned to equip your bike with a fresh set of anodised rims then the last thing you want is dents. If you have managed to dent a rim, then here is how you get that nasty lump out.



WARNING
Proceed with caution
when pressing out dents
as excessive force can
crack the rim, making it
worthless.

1 WHEEL OUT

Remove the wheel and give it a clean so there is no dirt or anything around the rim that is going to make it harder to get the tyre off.

2 TYRE OFF

Remove the tyre from the rim. After removing one side of the bead, remove and set aside the inner tube, rim tape and rimlock. Make sure they are in good condition. A hit that's bad enough to dent a rim can damage the tyre.

3 WOODEN PLATFORM

Place a large piece of wood on the bed of your press. Make sure this timber is solid and stable as this will be what your rim is sitting on while you are pressing the dents out.

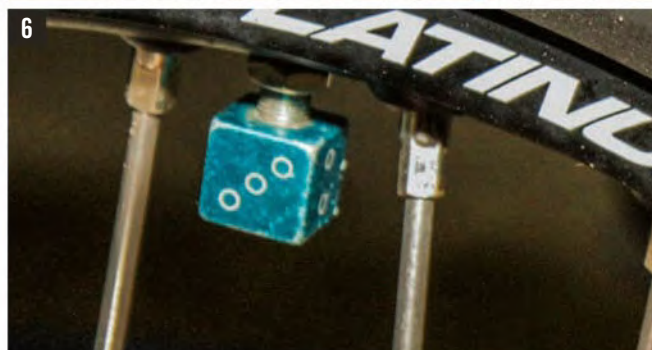
4 DENT UP

Place the rim on the piece of wood on the press, with the dent facing upwards. Take a large, flat piece of steel and lay it over the dent. Make sure this piece of steel is flat,

smooth and clean. If it is not then it will mark your rim. Apply pressure to the rim slowly and gradually.

Take your time and be patient, regularly relieving the pressure and removing the steel to check for cracks or damage.

If there are any cracks or damage, stop immediately. You may need to move the point you are pressing on slightly but always ensure the force of the press is over the highest point of the dent.



SKIPPING THE DENTS

■ Even the best rims can be dented. Wheels go through an absolute pounding.

■ To prevent dents it's always recommended that you check your tyre pressures before each ride and do your best to avoid square-edged hits and sharp rocks.

■ Take your time and be patient, regularly relieving the pressure and removing the steel to check for cracks or damage. If there are any cracks or damage, stop immediately. You may need to move the point you are pressing on slightly but always put the force of the press over the highest point of the dent.

DOs

■ Take your time and don't rush.

■ If you notice any cracking or damage to the rim, stop immediately.

■ Use a solid, wooden platform under the rim.

■ Use a smooth, flat and clean piece of steel over the rim so it will direct the pressure over a larger area of your rim, making it less likely to crack or fold.

DON'Ts

■ Rush and apply too much pressure.

■ Use jiggered or rough steel to press against the rim or it will mark the rim.

■ Don't use any small parts to press against the rim or apply pressure in a small area as the rim may crack or bend.

■ Apply excessive force to the rim or it will become narrower.

5 CLEAN UP

Once you are happy with the job, give the rim a clean off and refit the tyre. If you took your time and used a clean, flat piece of steel then the dent will be barely noticeable and there will be minimal marking of the rim.

6 CHECK YOUR PRESSURES

Refit the wheel, check your tyre pressures and try not to dent your rim again.

ADB Technical Editor Mat Boyd

TRICK OF THE MONTH



COST
\$2 FOR
STEEL



TIME
20 MINS



TOOLS
SIDECUTTERS,
TINSNIPS, FILE,
FLAT-BLADE
SCREWDRIVER

DIFFICULTY RATING



WARNING
The tensioner has a
locking mechanism.
The trick is to fit the tab
before the mechanism
activates.

CAMCHAIN TENSIONER LOCK

✖ TROUBLE

Camchain tensioners can often be in hard-to-reach places that prevent you from easily reaching the tensioner and setting the tension correctly with a flat-blade screwdriver.

There are often carburetors, airboxes, breather hoses and cables in the way that prevent easy access.

✔ TRICK

The trick is to make a small lock tab that can be fitted into the camchain tensioner while it is out of the engine. Once the tensioner is refitted, the lock tab can be pulled out and the tensioner will automatically set.

Step 1 Take a piece of 0.8mm flat steel and, using a pair of tinsnips or sharp sidecutters, cut the piece of flat into a T-shape.

Step 2 The width of the lower, narrow end is 3.5mm and the width of the upper, wide end is 8.5mm. The depth of the thinner, lower end is 11mm and the depth of the upper, wide end is 7mm.

Step 3 Use a file to clean up the edges and file the T-shape to the exact size.

Step 4 Take the tensioner in your hand and

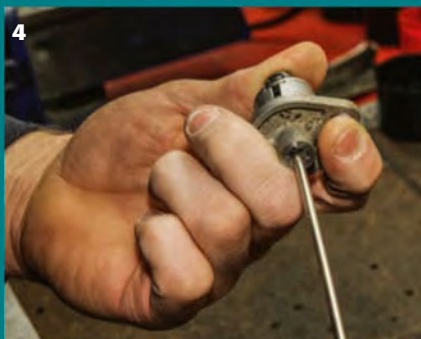
use your thumb to depress the cam follower while winding the tensioner back with a flat-blade screwdriver. Stop just before it reaches the tensioner's self-locking mechanism.

Step 5 Put the lock tab in place with the narrower end locked into the screwdriver slot and the wider end locked into the outer grooves in the tensioner.

This will stop the tensioner from releasing while you bolt it into place.

Once the tensioner is secured, pull or flick the lock tab out and the tensioner will release and apply pressure to the camchain.

ADB Technical Editor Mat Boyd



TANK UP

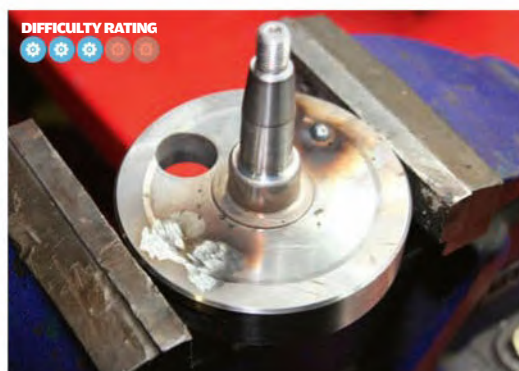
✖ TROUBLE

Loosening the petrol hoses and wires from the fuel pump in your tank can be difficult and time consuming, especially while trying to change a sparkplug.

✔ TRICK

Buy an elastic strap or bungee cord to hold the tank out of the way so you can work underneath without having to disconnect everything.

\$ COST \$5 **⌚ TIME** 1 MIN **🔧 TOOLS** ELASTIC STRAP



WELD IT

✖ TROUBLE

Cranks often have weights or nylon blocks bolted in to them. The problem is the thread-lock compound on the bolts can weaken when hot so the bolts come out and cause massive engine damage.

✔ TRICK

Tighten the bolts, and then weld the backs of them so they cannot come loose. Grind off any excess weld and refit the crank.

\$ COST \$2 **⌚ TIME** 10 MINS **🔧 TOOLS** WELDER



✖ TROUBLE

Loosening a sparkplug is easy but removing it from the head can be difficult.

✔ TRICK

Take a piece of rubber hose and push it down the sparkplug hole and over the top of the sparkplug. You can then twist the hose to dislodge the sparkplug and pull it out.

⌚ TIME 2 MINS **DIFFICULTY RATING** **🔧 TOOLS** RUBBER HOSE

FREE TIPS



✖ TROUBLE

KTM's have two 'R-clips' that keep the brakepad securing pins in place. These clips can often be lost or fall out while riding.

✔ TRICK

Place safety wire through the R-clip hole and twist it into place to hold the pin. The wire will never fall out while riding and can be cut off and replaced when you change the pads. Alternatively safety wire the R-clip.

⌚ TIME 2 MINS **DIFFICULTY RATING** **🔧 TOOLS** SAFETY WIRE

JUMPING ANGLED LOGS

A series of logs close together can be intimidating. Former AORC star **Mitch Harper** takes you through it



1 STEADY AS SHE GOES

Approach the first log at a steady speed. Try and maintain revs at about 50%-70%. Find the lowest point of the log and aim for that while keeping an eye out for any hazards. Blip the throttle and lift the front wheel about one metre before the log. You want your front wheel to kiss the top of the log.

2 BACK OFF

Shut your throttle just before your back wheel hits the log and allow the tyre to roll smoothly over the log. With two wheels back on the

ground, steady yourself and prepare for the next log.

3 CORNER TECHNIQUE

Lean inwards, just like you would with a normal corner. Keep your head up and prepare the same way you did for the first log. Get that front wheel off the ground again and let it tap the top of the second log. Tackle it in a similar way as you would a corner, with your body leaning inwards. Feel free to plant your foot on the inside to stop low-siding. Shut the throttle off, let the back wheel roll over the second log.

4 LEAN BACK

Remember to maintain a standing position all the way through and keep your knees and elbows slightly bent. Lean back to avoid getting thrown over the 'bar should something go wrong. Lean into the final log and get that front wheel up.

5 TAP DOWN

Tap the top of the log with the wheel and continue as normal. In some situations, when the turn is sharper than usual, you can plant your inside foot on the log as the bike travels



over it. This allows you to push off slightly and make a sharper turn, as shown above.

6 LAST LOG

As you did on the previous logs, shut the throttle and let the back wheel roll over. As you do this, bring your boot back to the 'peg. Once you are back on two wheels and the bike is pointing in a straight line, get on the gas and power on to the next obstacle. Once you have mastered this technique you can start thinking about handling wet logs, with mud inbetween.

with Dylan Ruddy



FIRST FIND YOUR LOG

■ Tackling a series of logs through a corner can be challenging and, like a lot of things, takes practice to master. If you have a nice big backyard or property, find some logs and start practicing.

■ Hitting logs at an angle can be tricky business and often it can end up with the rider in the dirt. The front and back wheels can easily slip, especially when it is wet. This is why it is important to avoid wheelspin when the rear tyre is in contact with the log. Focus on good throttle control to maintain maximum traction.

■ Always try to hit the log as close to 90 degrees as possible. At our test venue, the room between the logs is small and you are forced to hit them at an angle. But where you can, straighten up in-between.

DOs

■ Stand up. This will make your job much easier.

■ Lift the front wheel off the ground one metre before the log.

■ Avoid any wheelspin when the rear tyre is in contact with the log.

■ Lean into the log as you would into a corner.

DON'Ts

■ Slam into the log with the front wheel.

■ Look down at the ground directly in front of you.

■ Accelerate while the back wheel is in contact with the log.

■ Jump the log. Remember that you need to set up for the next one in a very small space so you need the front wheel on the ground.

2001-02 YAMAHA WR426F

SUSPENSION

The upside-down open-cartridge fork has 300mm travel and the monoshock sports 315mm of travel.

ENGINE

The WR426 was strong but was known to drop valves when abused or over-revved.

BRAKES

The front brake is a single 250mm disc with twin-piston floating caliper and the rear has a single 240mm disc with a single-piston floater.

WEIGHT

The WR426 weighs 122kg wet, including oil, coolant and eight litres of fuel.



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STEPPING STONE TO 450

The WR400F changed the way we thought about four-strokes but needed more power. The WR426F answered that call with 47hp at 9800rpm but did get a reputation for dropping valves.

It runs a dry sump, with the frame used as an oil tank. This means that the oil has to be drained from the bottom of the engine but also from a drain bolt in the front downtube, like a DR-Z400. When filling the engine, you use the dipstick hole in the top of the frame. To check the oil you have to run the bike, then turn it off and check the dipstick.

When buying a WR426F, a quick trick to test the condition of the motor is to try and wind it over by hand without pulling in the decompression lever.

But before trying this test be sure to check if the engine has had an aftermarket auto-decompression exhaust cam fitted, as these were readily available and regularly fitted.

A WR426F with a manual decomp can often be difficult to start without the correct technique. With a cold engine, start by twisting the throttle two to three times and then pull out the choke. Pull

in the decomp and wind the motor over.

Then release the decomp and wind the kickstarter over until it goes hard and stops. Pull the decomp in and wind the engine over so the piston goes past top dead centre. Then release the lever, allow the kickstarter to come back to the top and then give the bike one almighty kick without turning the throttle. If the bike does not start, repeat the process.

To start the bike once it is warm, perform the same process but without twisting the throttle, flooding the carb.

ADB Technical Editor Mat Boyd



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YAMAHA WR400F

WHAT Yamaha WR400F

WHO Todd Batson

WHERE I BOUGHT IT New from Yamaha dealer
Bike and Power in Dural, NSW

HOW MUCH \$10,500



TRACTORS NEVER DIE

★ WHY I BOUGHT IT

I couldn't think of a reason not to. My mates were on XR600s and the WR was lighter and way more powerful. Back then I thought the power-to-weight ratio was crazy.

★ WHAT I DID TO IT

All it's had is a Staintune muffler and oil. I replaced the headlight after the original got smashed off. It sat for four years while I travelled around Australia. It took a while to kick over after replacing the fuel, nothing new about that, but it's like an old tractor that just keeps going as good as any newer bike.

★ HOW DOES IT GO

It goes as good as it did new with only 4000km. I love the noise out of it and it goes anywhere any other bike can. I can't think of a reason to get a new one, apart from the fact that it can be a bugger to kickstart on a hill. But I've mastered hot starts.

★ SHOULD I BUY ONE

As we all know, real blokes kick start bikes. We need to keep the skill alive and pass it on to our kids. Otherwise old XT500s, WRs and PW50s will be lost to history. This bike will last forever.

with Sam MacLachlan

5 THINGS YOU DIDN'T KNOW ABOUT TODD'S WR400F

- 1 When mates try and kick it over they think it's seized.
- 2 It throws sparkplugs. It's a mystery why but they're a real pain to change.
- 3 The engine has never had a spanner on it, apart from oil changes.
- 4 Todd destroyed the original rubber on the first weekend and thought he'd have to buy a tyre factory.
- 5 It's got a secret hot start button. It helps win free beers at the pub.

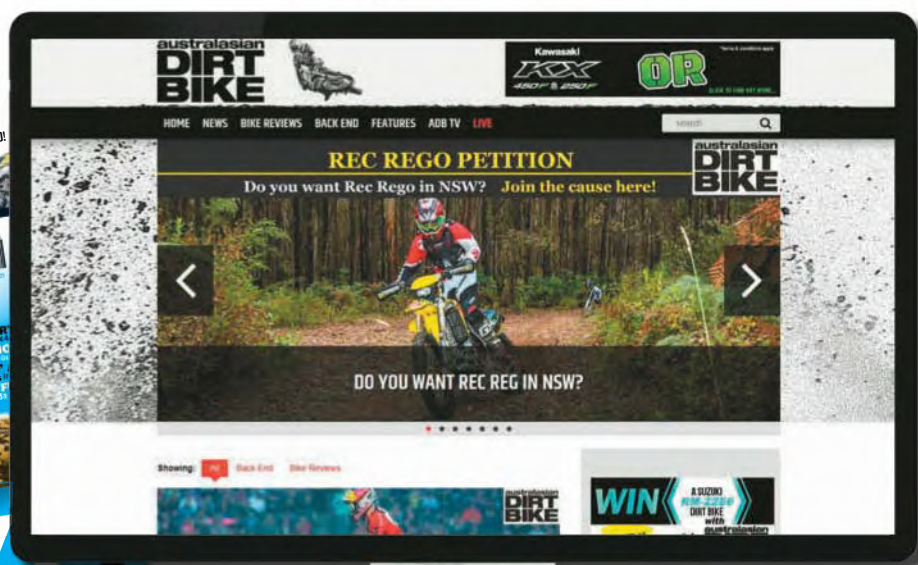
1. A stiffer spring from Ballard's is the only suspension change.
2. The decompression lever gets a bit of use.
3. The Staintune muffler produces a great note from the high-comp engine. The heatshield is also from Ballard's Offroad in Sydney.



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**'ADB LIVE'
BEHIND THE
SCENES
VIDEO
STREAMING**





**GAS GAS
EC300E
RACING**





GASSER'S LAST GASP

And just like that, she's gone! With Gas Gas on its way to the wall in Spain and EC300s in short supply, Gas Gas Australia needed "my" bike for a customer. So that's that.

Long-term bikes always go back, so you know it's coming, but it's still one big hole left in the garage when it actually happens. It's a bit like death and taxes – inevitable, yet you do feel a little flat afterwards.

The Gasser did a whole lot of different rides under my butt.

It fell off logs to the cheers of Jess Gardiner and Kristie McKinnon.

It rolled over large tractor tyres, clambered through rock gardens and found its way into deep sand.

It celebrated the life of former staffer Paul Broomfield (in an upcoming issue of *ADB*), chased the dust clouds of Jake Stapleton and introduced itself to me on the banks of the Snowy River.

It represented Gas Gas in the 300cc two-stroke shootout, forcing me to watch others ride it as if I was a scorned lover.

It also let me get closer than ever to being able to do consistent rear-brake wheelies (see the video on www.adbmag.com.au).

It was a fun ride, albeit too short – and will I ever complete my rear-brake wheelie training with the jedi master?

The gods are against me...

The things I'll miss the most on the Gasser are the electric start button, which blasted the thing into life time and again without a moment's hesitation or miss, how relatively easy it was to ride and the sweet power delivery for tricky, snotty riding.

From the moment I got on that bike, I liked how it steered and felt in tricky terrain, perhaps belying its trials heritage, and looks-wise my kids thought it was brilliant!

They are missing it almost as much as me. My two boys spent a lot of time riding two-up with me, on it, screaming "go faster".

Zac actually talked me into doing a small bush jump with him on board and that was the talk of the next two weeks. My daughter never had a ride, but loved sitting on it in the garage while I worked on it.

Over the seven months it was in my care, the only thing that changed for the worse was the suspension, which was in need of a service – which was going to happen when I had the thing re-valved to suit my weight better. That task was to fall to Terry Hay at Shock Treatment, but this was out of my control so I'll have to owe you one, Terry!

The airbox graphics were beginning to peel thanks to contact with my Gearne boots, and I needed to run a spanner around the bolts semi-regularly, but none of that is out of the ordinary with a two-smoker.

The sidestand's narrow footprint began to irritate me, as did its self-retracting spring, but not enough for me to fix either, which would have been easy.

As a result of the EC300's premature departure, it remained relatively stock, the one item I attached to it being the bulletproof and highly functional P3 Carbon pipeguard.

It copped some whacks but, apart from being fiddly to remove for cleaning (like all pipeguards, you need to remove it regularly to get the grit out from inside), it was faultless.

So, I am bike-less, Gas Gas-less, yet warm from the afterglow of an enjoyable "ownership" period.

One full of fuss-free bush miles.

I'll miss that ride and can only hope that Gas Gas rises from its bankruptcy ashes like many Spanish manufacturers before it!

Sam MacLachlan



A WORLD OF HERT

HUSQVARNA
FE350

After Mitch's painful Australian Off-Road Championship debut, it could only be a matter of time before I copped it. It seemed like a good idea and, to an extent, it was.

But what I soon learnt was that racing AORC is no walk in the park. A quick call to Husky team boss and off-road legend Glenn Kearney had been organised. I would line up as a 'guest rider' for the outfit at the two South Australian rounds of the AORC, minus the Husqvarna Enduro Racing Team (HERT) bike.

Racing under a factory tent in a national championship round is something I never thought I'd get the chance to do, but that was the experience I got when I arrived in Karoonda for rounds five and six. I was a little nervous and embarrassed about the whole thing, to be honest. I mean, I am not exactly what you would call fast, and my only racing experience was in 2012, when I finished mid-pack in the Finke Desert Race.

To top it off, my FE350 long-termers was virtually stock and, having been thrashed around for six months, it was a far cry from the shiny, blinged-up weapons of GK and Lachy Stanford. My bike and I looked out of place, but GK was more than happy for me to come along and the team essentially provided me with the factory treatment.

I arrived at the track early on Saturday morning to take my bike through scrutineering in preparation for the Cross Country. Following that, I parked it under the Husky tent and began gearing up. Team mechanics Christian Horwood and Kevin Doyle had a quick look over my bike to ensure everything was in order.

It was interesting to see how riders like Kearney and Stanford prepare. While Christian and Doyle took care of the bikes, the riders made sure that their gear was organised, their hands taped and they had enough hydration.

I soon learnt that deep sand is not my strongpoint and after struggling through the sighting lap, I took my place on the start line. It was a hands-on-head dead engine start. I didn't hear the call, but as soon as I heard the engine next to me fire, I knew it was go-time.

My start wasn't too bad, but it all went downhill from there. I battled my way through the race, making a few pit stops and letting Christian and Doyle fill up my bike at the midway point. I managed to finish the 2.5 hour race, but my result was not exactly flattering. I made my way back to the tent and collapsed into a chair.

GK told me to help myself to any food or drink. The team had a table set up with wraps, meat, lettuce, cheese, water and Gatorade.

I offered to clean my own bike, but seeing as I was getting the 'factory treatment' they told me not to worry and I sat back and watched it get washed for me. I headed back to the hotel and had an early night before the Sprints. I managed to complete four of the five, which I was pretty happy with.

Overall the bike performed well despite not being properly set up for racing or sand. I did notice a big improvement in the fork, as a result of getting the 4CS Asymmetrical Kit from MX Tech installed by Chad Talbot. I'll talk about that in the next issue.

I had put on a set of Pirelli Mid-Softs before the race and they performed exceptionally well. I am looking forward to testing these.

I felt like the 350 was a little underpowered for someone of my size in the sand. A lighter bloke most likely would have no issues.

Next up is Hattah, but I am planning to compete in the last two AORC rounds in Dungog, setting up a showdown with Mitch riding for the Sherco team again. Stay tuned!


Dylan Ruddy


1. Odd bike out under the Husky tent
2. GK makes sure all bases are covered
3. Stand back and wash ... I mean watch
4. Dylan's bike didn't quite look the part
5. The Pirelli Mid-Soft tyres held up exceptionally well





 **TOTAL HOURS** 46

 **MODS THIS MONTH**
Pirelli Mid-Soft tyres

 **MODS NEXT MONTH**
Grips, Stieg Pegz

On The Pipe Images

KTM
250SX

HATTAH'S COMING

The KTM has been great over the past month, even though it won't stop raining so I can't get a decent ride. I have signed up for the Hattah Desert Race again and my plan was to do as much riding as possible in preparation for that but, as everyone on the Central Coast of NSW knows, it has poured continuously nearly every weekend for the past month and that has seriously delayed my training.

So instead of waiting for the tracks to dry up I got a little anxious and got out in the mud a few times just to get my two-stroke fix. Hattah this year will be a different ball game on the smoker.

I am looking forward to it but I am also

a little nervous. I have never ridden a two-stroke in this style of event and am a little unsure on what to expect.

I have spent long periods riding two-strokes in enduro and on the trails but, as anyone who has ridden Hattah knows, the deep, rough sand of the desert is a completely different ball game to that. I'm in two frames of mind at the moment.

One part of me thinks a light, little two-stroke will be way easier to handle in the sand than a big, heavy 450 four-stroke but then the other side of me thinks it's going to be exhausting keeping the motor of that 250SX singing and the bike floating up on top of the sand.

Whichever way it ends up, one thing I am sure about is that after the race I will have blisters and be sore all over but will have had the best time and be smiling for weeks.

I am currently looking into my set-up for Hattah and it has got me thinking deeply about jetting and gearing.

If I get any of this wrong then it could potentially leave me sitting on the side of the track with a seized motor.

So I am going to have to put some time into testing and make sure I nail the jetting.

The next month is going to be exciting that's for sure, in the workshop and out testing. Bring it on..

ADB Technical Editor Mat Boyd



1. Sprocket is showing minimal wear
2. The Powerparts pipe looks mean and lets the 250SX breathe much better
3. The sand at Hattah will be a good test for the sprocket and chain



	TOTAL HOURS	20
	MODS THIS MONTH	None
	MODS NEXT MONTH	Set up for Hattah

THE CUNNING BEAR

A grizzly bear, while being extremely large, dangerous and, at times, ferocious, is often portrayed in films as the cuddly, 'have-a-picnic' bear. However, after two months ploughing paddocks with Yamaha's Grizzly it's obvious that 'cuddly' does not apply in this case, according to *ADB* Farm Bike Tester, Aaren Neale.

Now before you start burning your copies of *ADB* at the sight of anything four-wheeler in your magazine, let us explain why we decided to include an ATV in the hallowed pages of the Long Termers section.

Many manufacturers contact *ADB*, wanting a piece of the Long Term action, so it's important we don't select bikes that

have already had heaps of coverage or aren't of interest to our readers.

Decades ago, *ADB* would regularly feature four-wheelers, and sometimes even three-wheeler ATVs.

In fact, *ADB* went as far as producing a special mag about them.

Many *ADB* readers are farmers, hunters, or just prefer flogging quads around their local motocross track and through the bush rather than two-wheelers.

Unfortunately for those readers, we only ever produce material of the ATV variety when there's a solar eclipse. So, when the opportunity came to run an ATV in the Long Termers we thought "why not give our

readers a change from the norm and a fresh flavour to digest in the Long Termers".

Our newly appointed tester for quads like this is Neale.

Aaren has been testing farm machinery with *ADB* since 2012, and was our chief tester in the Farmers Mule feature that starts on Page 58. Aaren manages a 14,000 acre farm near Goulburn, NSW.

He has already been putting the Grizzly to work as his daily rider, and is making modifications to the racks front and rear, while also getting a good feel for its performance, but more on that next time...

ADB Editor Mitch Lees



PARKED IT

Unfortunately, *ADB* Enduro Editor Jake Stapleton has been smashing shots of Jagermeister in the Canadian Rockies over the past month, rather than out carving trails on his Yamaha WR250F so we don't have much to report.

We've been told his withdrawal symptoms from the lack of riding are worse than a hangover after a large night in a snow-capped town with a pack of raunchy snow bunnies.



SHERCO
300SEF-R

PLAY TOY

I've returned the Sherco to trail mode after our intense weekend in the sand at Hedley, Vic, for AORC rounds three and four (ADB #430). That weekend taught me a lot about the 300SEF-R and what its strengths and weaknesses were.

It was pretty clear that the 300cc four-stroke engine and super-agile chassis are not purpose built for whooped-out sand sections, with braking bumps so deep you could build a dam in them.

Maybe the 450SEF-R that Broc Grabham is already racing will be better suited to this kind of riding as it will allow you to run a higher gear, sit back and conserve energy.

I often found myself trying too hard to go fast in the sand and all that did was drain what little energy I had. Not long after my

blisters were healed and my monkey butt was a distant memory, I headed back out to some techy trail at Labertouche State Forest, Vic. It's a chewed out four-wheel-drive track with slippery rocks and short, sharp ledges.

You have to be on your toes and ready to launch up a wall or over a hole at any moment. Going from the deep sand at Hedley to the technical rocks in Labertouche, I was reminded of what this machine is built for.

The Sherco 300SEF-R is an agile weapon, built for making you look and feel better than you actually are. You can bounce your way down a trail, jump off rocks (like in this pic), ride up walls, drop down gullies and rail through ruts with ease.

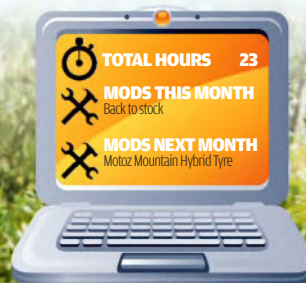
If you get in a prickly situation it's so easy just to pull up, correct your line and look for the next obstacle.

The weight is as low as possible, so spin turns and small tip overs can be avoided and corrected by a simple dab of the foot, without feeling like the *Queen Mary* is going down. Even the battery is as low as possible, under the air filter, to get the weight as low as it can be.

It truly is the easiest bike to ride and the most agile two-wheeler I've ridden.

The Sherco 300SEF-R reminds me of the good ol' days as a kid, way back when Atari was cool, hopping gutters or jumping garbage bins on my pushbike. It is the ultimate play toy.

ADB Editor Mitch Lees



LEADING THE WAY IN 4-STROKE PERFORMANCE



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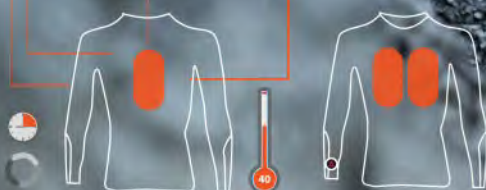
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TOP SHOT



Bradley Greenfield loves photographing dirtbikes as much as he loves riding them. The 14-year-old from Alice Springs rips through the desert on a Yamaha YZ125 and he's a crack shot with a camera.

This kid lives and breathes dirtbikes and its little wonder. His father is four-time Finke Desert Race victor and 1999 Australian Safari winner, Stephen Greenfield. So what's the deal with the kid from Alice Springs?

"I race a 2005-model Yamaha YZ125, which is kitted to suit desert and enduro racing as these are definitely my favourite styles of riding. Going fast through the desert beats motocross for me," he says.

"Taking photos is an escape from racing. As much as I love

riding, taking photos is another awesome way to get involved in the sport. My favourite rider to photograph would probably be Toby Price. He's always doing something extraordinary and on another level to everyone else.

"My camera setup at the moment is a Canon 5D Mark III with a variety of lenses. My most-used lens is a Sigma 150-500mm sports lens because of how crisp it is.

"My main focus in photography is motorbikes but other than that I love taking photos of the night sky, horse racing and occasional portrait shots. I don't particularly have a favourite rider but if I had to choose someone it'd probably be one of the local Alice Springs boys, Caleb Auricht.

Stephen Tuff



FOX AIRSPC GOGGLE

You should never ride without a quality set of goggles and the Fox AIRSPC is as good as it gets. Not only does this goggle look sick, it performs better than most because it has 30 per cent more air volume inside the frame so it has superior ventilation and better peripheral vision. The AIRSPC comes in a youth size so it fits younger riders' heads, plus it comes with triple-layer face foam and a removable noseguard.

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JACK ON TRACK

Jack Matthews from Kyneton, Vic is a kid on the charge. Racing in the J4 class of the Victorian Off-Road Championship and Australian Off-Road Championship, "Jacko" is making waves and is keen to step up to the next level. J4 is for 15-year-olds on bikes from 125cc two-strokes to 250cc four-strokes but Jack pilots a KTM 200EXC, which is the largest-capacity two-stroke you can run. He talks to Stephen Tuff:

Why do you like the 200cc two-stroke when you could race a 250cc four-stroke?

I like two-strokes a lot more because of their snappy power. The 200EXC is the biggest capacity [two-stroke] you can ride in the J4 class and it's a lot of fun.

What are your results so far this year, Jack?

I'm running third in my class in the Victorian Off-Road Championship and fourth in the Australian Off-Road Championship.

Why do you like racing and riding off-road?

I love the wide-open parts of racing off-road, being able to go around corners flat-stick. The ride time you get in off-road compared to motocross is good. I love riding for a long

time. I love cross-country events the most for the same reason. The two-hour races are great although sometimes it feels like the races go a lot longer. I need to pit for fuel and that's always exciting.

My Dad is always there doing his best and it's a rush to pull in, get fuel, some words of support and charge back out. It makes me try harder.

What about enduro-sprints?

Enduro-sprints are fun but it depends on the track conditions. I like the wide-open parts but I don't like rocky stuff. I get a bit tangled in that stuff. The best events I've ridden have been the Hedley, Vic and Wanbi, SA rounds of the AORC. They were both sandy tracks. I love them.

You have some good sponsors helping you out.

That must be nice?

Bolton's Motorcycles and Choice Suspension [both in Kyneton] are right behind me. They have so much experience and they really want to help, which is awesome. Bikes Plus help me with Fox riding gear. Fatty's Building Service helps us too.

RIDING SAFE

The Fox Raptor LC protector is top-shelf kit for a bunch of reasons. Firstly, it's compatible with neckbraces so you know you'll get a neat fit. The sideplates overlap so there's good coverage and protection for your kidneys and ribs. The fit system in this area features clips and hook-and-loop closures so you can get it snug and there are options for adjustment so the vest can grow with you. The shoulder straps are adjustable so you can get it right with, or without, a brace. Best of all there are large vents to keep you cool when the riding gets hot.



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ALPINESTARS GOES BIONIC

Neck protection is a big deal in dirt bikes and the Alpinestars Bionic Neck Support (BNS) is available in a kids' size. While there is never any guarantees with neck injury prevention, the BNS is designed to reduce the likelihood



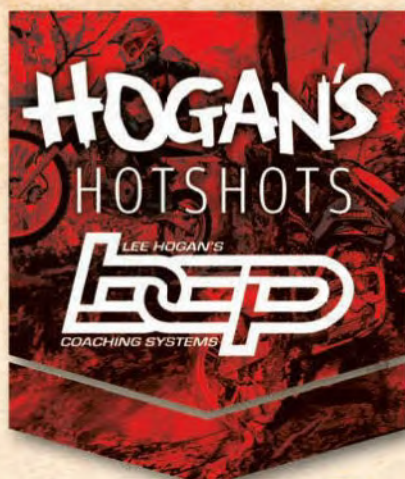
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TOUGH NUT

One of the toughest kids I have come across in recent years is a young gun by the name of Zane Mackintosh. I have seen Zane have crashes that would send most adults to hospital, only to dust himself off and get straight back into it. He's not a loud mouth or a smart arse. Quite the opposite actually, but he has that rare toughness to take a big hit and keep going.

Zane MacIntosh started riding at the age of six, and racing not long after his seventh birthday. His home track is the notoriously deep sand of Rosebud, which has been the stomping ground of many motocross champs.

His first motorbike was a KTM 50SX and, within no time, Zane was riding the wheels off that thing at Rosebud or around the family property not far away.

In his first full year of racing, Zane won the KTM Mini Masters on his 50cc and started travelling around to different Victorian tracks, gaining some good experience along the way. Last year he stepped up to racing 65cc and 85cc bikes and started to feel comfortable on the bigger bikes immediately.

The season saw Zane finish second overall

in the Rosebud Club Championships on board the 65 and third overall on the 85. This year has seen a huge improvement from Zane in his first full year in the Victorian State MX Championships, where he is currently leading the 85cc C-Grade class after dominating both rounds held to date and he is sitting a solid second in the 65cc class.

The breakthrough season will no doubt see him progress through B-Grade and into A-Grade in no time.

With his family right behind him, some smooth and calculated skills on the motorcycle, along with his tough-as-nails character, I'm looking forward to seeing where the next couple of seasons will take the kid from Melbourne's south-eastern suburbs.



ZANE MACKINTOSH

Date of birth: 6/7/04

Age: 10

First bike: KTM 50SX

Current bikes: KTM 65SX and KTM 85SX

Started riding 2011

Started racing 2012

Home club: Rosebud (RDMC)

Sponsors: Judgment Day Racing, Eight11 Racing, Krooztune, Powersports Kawasaki, Exotic Graphix, Topline

CAREER HIGHLIGHTS:

2013 - KTM Mini Masters 50cc Class - 1st

2014 - RDMC Club Championships 65cc B-Grade - 2nd

2014 - RDMC Club Championships 85cc Small Wheel B-Grade - 3rd

2015 - Gippsland Series Round 1 - Blue Rock - 85cc Small Wheel C-Grade - 2nd

2015 - Vic Juniors Round 1 - Korrumburra - 85cc Small Wheel C-Grade - 1st

2015 - Vic Juniors Round 1 - Korrumburra - 65cc C-Grade - 2nd

2015 - Vic Juniors Round 2 - Colac - 85cc Small Wheel C-Grade - 1st (leading championship)

2015 - Vic Juniors Round 2 - Colac - 65cc C-Grade - 2nd (second in championship)

2015 - Gippsland Series Round 3 - Wonthaggi - 85cc Small Wheel C-Grade



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VICTORIAN TRIAL SERIES 4
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BALLARAT ROVERS MCC
26th JULY 2015
MOUNT BOLTON, VIC

SCOTT TRIAL
ALL CLUBS
2nd AUGUST 2015
ARGYLE, VIC

VICTORIAN CHAMPIONSHIP
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SEDGWICK, VIC

VICTORIAN TRIAL SERIES 5
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CONTACT

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ALL ABOUT FUN

Bunbury's worker bees ensure a pristine riding environment

The Bunbury Motorcycle Club has a long and unbroken history running back to the late 1950s. The Coates Hire-sponsored club's grounds feature a single 1800m sand-based track which is constantly being improved.

The club prides itself on being a family-orientated organisation and the regular busy-bee days are always well supported.

The club welcomes all levels of junior and senior riders. Quads are also catered for. Members can start riding from as young as four.

The club holds regular race days and encourages everyone to become involved. For those just wanting to ride socially the track is open from dusk to dawn most days.

Regular coaching clinics are conducted by the Moss Institute, Ontrack Coaching and ADB's own Lee Hogan from BCP.

In addition to hosting the Southwest Interclub Series and Big 4 Southwest, the BMCC will run this year's KTM Australian Junior Nationals from 26 September.

Beginners like the track for its sand base, which helps wash off speed. For an intermediate there are plenty of jumps to practice on, and for the advanced rider there's the challenge of keeping up the pace on a constantly changing track.

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CALENDAR

AUGUST



VICTORIA

- 1-2 August Junior MX titles (R4), Blue Rock
- 8-9 August Six-Hour Farmer's Pony Express, Mildura
- 15-16 August MX titles spare date, TBA



NEW SOUTH WALES

- 1-2 August NSW Junior Dirt Track Champs, Barleigh
- 2 August North Coast Series (R1), Cessnock
- 7-8 August NSW Junior MX Champs (R5), Macarthur
- 15 August NSW Off-Road Champs, Dungog
- 23 August North Coast Series (R2), Hastings Valley
- 23 August Sherco Women's Trials Cup, TBA
- 29 August Aust Trials Championships, Pacific Park



QUEENSLAND

- 9 August KTM Pony Express (R2), Roma
- 15 August CHMX Series (R3), Emerald
- 15-16 August SEQ Junior MX Series (R2), Glenfern Park
- 23 August TNQMX Series (R5), Tully
- 29-30 August KTM Pony Express (R3), Moto Park
- 29-30 August CHMX Series (R4), Dysart



SOUTH AUSTRALIA

- 2 August SA Off-Road Champs (R6), Keyneton
- 15-16 August SA MX Championship (R4), Riverland
- 15 August Troy Moto Trials (R5), Mt Pleasant
- 23 August SA Off-Road Champs (R7), Kapunda



WESTERN AUSTRALIA

- 8 August King of the Cross Junior, Southern Cross
- 9 August King of the Cross Senior, Southern Cross
- 28 June Jnr and Snr State MX Champs (R5), Shrubland



NORTHERN TERRITORY

- 1 August 12-Hour Enduro, ASMCC
- 2 August Tri Series Motocross (R2), Kununarra
- 22 August DMCC Boulderdash Enduro, Adelaide River
- 22 August Territory Quad Titles, Micketts Creek



INTERNATIONAL

- 2 August FIM MX Championship (R14), Belgium
- 2 August FIM Sidecarcross (R11), Spain
- 2 August Supermoto World Championship (R6), Columbia
- 8 August AMA Pro Motocross (R10), New York
- 8 August FIM Speedway Grand Prix (R7), Denmark
- 9 August FIM Sidecarcross (R12), Latvia
- 15 August AMA Pro Motocross (R11), Utah
- 15 August U21 Speedway World Champs (Final 2), Poland
- 16 August Long Track World Champs (Final 2), Netherlands
- 16 August FIM MX Championship (R15), Brazil
- 22 August AMA Pro Motocross (R12), Indiana
- 29 August FIM Speedway Grand Prix (R9), Poland
- 30 August FIM MX Championship (R16), Assen
- 30 August FIM Sidecarcross (R13), Switzerland



NATIONAL

- 2 August MX Nationals (R9), Nowra, NSW
- 16-17 August AORC (R11/12), Monkerai, NSW
- 23 August MX Nationals (R12), Toowoomba, Qld
- 29-30 August Australian Moto Trials, NSW
- 30 August MX Nationals (R10), Coolumb, Qld

RALLIES AND TRAIL TOURS

- 1-2 August Arrawarra Two-Day, www.coffsharbourdetour.com.au
- 14-16 August Three-Day Escape, www.capeyorkmotorcycles.com.au
- 22 August Dorigo Express two-day, www.coffsharbourdetour.com.au
- 20-22 August Three-day adventure, www.fairdinkumbiketours.com.au
- 25-31 August Cairns to Cape York, www.fairdinkumbiketours.com.au



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FLASH BACK

Aug 1995

ISSUE #191
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Compiled by Warren Jack



PURPLE HAZE

For 1996, the KX60, 80 and 100 were basically unchanged from the '95s except for new brake master cylinders and mufflers. The 80 and 100 did go purple and green.

The 125 and 250 received porting changes for improved mid-range and 'bat wings' in the carburetors plus beefed-up lower mounts for the Uni-Trak linkage, with new sleeves and bearings for the swingarm pivot. Both also were given 46mm USD forks.

The KX500 updates were mostly cosmetic but it did get a new seat, which also graced the other models, and revised spring rates front and rear.



ON THE COVER

It was the time of year for new-model launches. We had the 1996 YZs, CRs and KXs. Also in that issue was a face-off between the KTM and Husky 400 thumpers.



SEEING RED

The CR125 had engine updates such as revised cylinder scavenging arrangements, a lighter piston, new digital ignition and a larger air cleaner aimed at increasing bottom-end and mid-range.

The 250 also had updates to produce better bottom-end and mid-range power as well as stronger throttle response across the rev range.

Those updates included a narrower exhaust

port to save the piston rings and reshaped carburettor bore.

Suspension changes had the fork legs increasing from 43mm to 46mm as well as new low- and high-speed compression damping adjusters for the shock.

The CR500 was mostly unchanged except for the same suspension updates. The CR80 mini-motocrosser was joined by a big-wheel version.

DESERT STORM

Perhaps one of the most significant things to happen in the Finke Desert Race was Randall Gregory stepping to the top of the podium for the fifth time. Five straight victories is a feat yet to be equalled. Another notable achievement was ADB's editor, Andrew Clubb, riding a KTM550 geared for 170km/h all the way to Finke from Sydney and surviving long enough to score a finish. Gregory rode most of day one with no rear brake, Andy Haydon finished sixth outright and first in the 250s with a busted collarbone while Dave Armstrong crashed at speed trying to fix a cross-threaded fuel cap but still managed third in class. Gregory broke the two-hour mark on his return leg. Darren Griffith was second, five-and-a-half minutes behind. It was another 12 minutes to Stephen Greenfield.



ROLLING THUNDER

The Thumper Nats were a success story, a natural-terrain motocross series designed for four-strokes back in the days when most people rode smokers. Round two of the 1995 championship drew 237 starters to Dargle, a little northwest of Sydney. Jeff Leisk came to the start line after a very successful Round One but was let down by mechanical problems with his race bike and a borrowed machine. Glen Bell won the first two motos of the Pro Open class but was kept from a clean sweep by Jamie Cunningham winning the third. At days end Bell took top spot, with Stuart Bennett and Mark Kirkman behind. Bell took over the title lead from Lyndon Heffernan and Leisk.

ADS
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HEAVY REIGN

This ad for Rental said: "Forecast: Continued reign" and they are still going strong 20 years later.



ELE'S SHOP

Now Northside Motorcycles, Spokes and Treads was started by motocrosser Ele Knowles (ADB #427) as Ele's Spokes.



KLR HARI

The Kawasaki KLR650 hasn't increased as much in price as you'd expect over the last 20 years. In 1995 they cost \$7399 and today can be had for \$8099.

BIKES FROM THE DAYS WHEN DINOSAURS ROAMED THE PITS

OLD TIN



The mid to late '70s was an era of change with the European bikes slowly losing favour. One such bike was the 1975 Bultaco Frontera 360.

The Spanish bike could be had for a bit under \$1600 on road, depending on which state you were in. That money bought a lot of bike and it was a serious machine meant for serious riders in serious competition.

Long-travel suspension was only just finding its feet. Bultaco opted to move the bottom shock mounts forward to give 165mm of travel, as against 203mm at the front.

A side effect of the increased travel was a higher seat, but sag took care of some of that. Ground clearance was 254mm, which was impressive when you considered the underslung pipe crossed from one side to the other. Protection was offered by a fibreglass bashplate.

The designers had learned that protection was necessary in enduro events so as well as the bashplate the headlight was mounted close in to the forks on rubber mounts, flexible covers kept most of the mud out of the levers and cables, the mudguards were plastic and grab handles were fitted to both sides of the frame.

The piston-port two-stroke had a bore and stroke of 85x64mm to produce 33.5 horsepower and drank pre-mix at 24:1 from a fibreglass tank that held 11.3 litres. Air was sucked through an oiled-foam filter accessible via the sidecovers and mixed by a 36mm Amal that had no choke or 'tickler' but a "fuel enriching device".

Front and rear brakes were single-leading-shoe drums, both 140mm diameter. Snail cams took care of chain adjustment but as the countershaft sprocket was a good way forward of the swingarm pivot, a chain guide was fitted. A centrestand held the bike upright when not being ridden and a handy toolbox built into the top of the tank kept the spanners handy. Brush guard cables were fitted as standard from both the brake pedal and gear lever. The pedal and gear lever were right and left sides, respectively, as is common today but as this was in the early days of world wide standardisation, the option was there for the traditionalists to swap them back.

The 1976 Bultaco Frontera 360 could reach 130km/h on a good run, handled well, was reliable and competitive with the other makes available in its day.

After winning his third Australian 250 MX Championship (his sixth national senior title) Kim Ashkenazi announced he would be off to the USA to try his luck.

Mick Cook won the Australian 125 MX title for Yamaha. Andrew McFarlane was second on his Kawasaki and Craig Carmichael put Honda on the third step.

Motorcycling Australia presented a five-year plan for motocross. The objectives were to increase the number of competitors, improve the venues and lift the profile of the national championships.

Honda finally confirmed that the rumoured XR400 was a reality and would be in Australia soon.



LEGEND

Today his name is associated with adventure riding or as the father of GNCC champ Josh but, in his day, Vince Strang was a handy enduro rider



Everybody started somewhere, what's your story?

My Dad was a rider but I suppose the bug first hit me when I was at boarding school in Warwick (Qld), as some of my mates had bikes. I left school at 16. We bought an ag bike for the farm and I used to get in trouble for doing skids and riding up the creek banks. Some blokes in town were getting a motorbike club started and that sounded like fun. They were planning something called a "scramble" and I expected it to be some sort of graded track through the creeks and stuff. It was rougher. A mate and I went along to ride it on his Yamaha HT1 90. We had fun and even rode that bike again in some sort of event they called a "trial" that they also put on and I won a trophy so that's probably when the bug grabbed me. A trophy from my first competitive ride was a pretty big deal for me.

Your first bike was an ag bike then?

The first bike of my own was a YG5T 80, which was Yamaha's adaptation of a road bike to an ag bike by giving it an upswept exhaust and two sprockets on the rear wheel that you could swap for high or low range. After that came a CT1 175. I discovered how handling was more important than power after adding a 21-inch front wheel, which improved things markedly. I'd been considering a DT1 but that was more expensive and heavier. It turned out the CT1 was the wiser choice. I started riding motocross on that bike and had a ball.

So from that initial trophy at Moree you've gone on to collect a few more.

Not too many really but I had a lot of fun and that was the important thing. I ran third in the Queensland 500 MX Championship in 1976. I got the holeshot once in the 1976 Australian 250 MX Championship against some big names and worked my way back to sixth. It was a long race. I scored a NSW Enduro Championship in the Over-35 Class and

second in the I4DE in the International 500cc Class. That was in Queensland in 1988 when they made the A4DE an international event to show we could host an ISDE. I took first in the Nindigully Desert Race five times between 1976 and 1986. I borrowed an IT400 from the shop I worked at for that event and won enough to pay for it. I also won a NZ Hillclimb Championship in 1977.

Have you tried any other types of riding?

I tried a little flat track for variety and some grasstrack in NZ in 1977. They had a strange type of grasstrack event where the back brake had to be disconnected and you were only allowed to change up gears, not down. That was heaps of fun. I've also ridden some Australian Safaris and a two-day enduro in Japan that was interesting for the flash flooding which raised the creeks and rivers in record time.



Does any particular win stand out for you?

Finishing the ISDE was a special thing, to keep bike and body together for that time is satisfying. Also my second in the 1988 I4DE 500 Class holds good memories, as does the third in the Qld 500 MX Title.

Are there any events yet to be ticked off on your bucket list?

I've never ridden the Finke Desert Race or Hattah. I reckon to ride either one would be awesome but it's a bit late to be competitive in an event like that now.

Which bike holds a special place for you?

The Husqvarna 430 Auto, not necessarily the best but it my favourite. Set up right you could come into a corner hard under brakes and then just wind it on and it would go like stink. I had the MX fork on mine. The best bike for me these days is a DR650. I'm into adventure riding and the DR is just so good for that style of riding being so bloody reliable and adaptable.

The DR650 is your current ride then?

It is (inset) and my latest trip was along the Madigan Line in the Simpson with Phil Hodgson. For bush or trail riding I borrow my daughter's Honda CRF250X.

You're still involved in the industry today?

Yes, I'm the owner of Vince Strang Motorcycles in Inverell. I've had the shop since 1977. I'm a dealer for Suzuki, Honda and Can-Am. I'm still enthusiastic about riding and I class adventure riding as "product research". A lot of the business is agricultural, farmers' bikes and so forth.

You would have noticed a lot of changes.

A lot has changed but a lot has stayed the same. Attitudes have changed with young kids. They come in with stars in their eyes, thinking that I'll make a fortune if I help them out with something or other. They have to realise they need to get some good results first, and present themselves well then sponsorship will follow. Adventure riding is increasing as the riding population is ageing, and a lot of adventure riders are looking for more sensible, longer rides with some companions rather than a mad one-day dash through the scrub. Regulations and paperwork has increased over the years as well.

Does any particular rival stand out for you?

There were a lot of riders that fit that description pretty well. Geoff Udy was always good company and very competitive, but a cunning rider. He was always thinking and he rode with his head and a real character as well.



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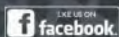
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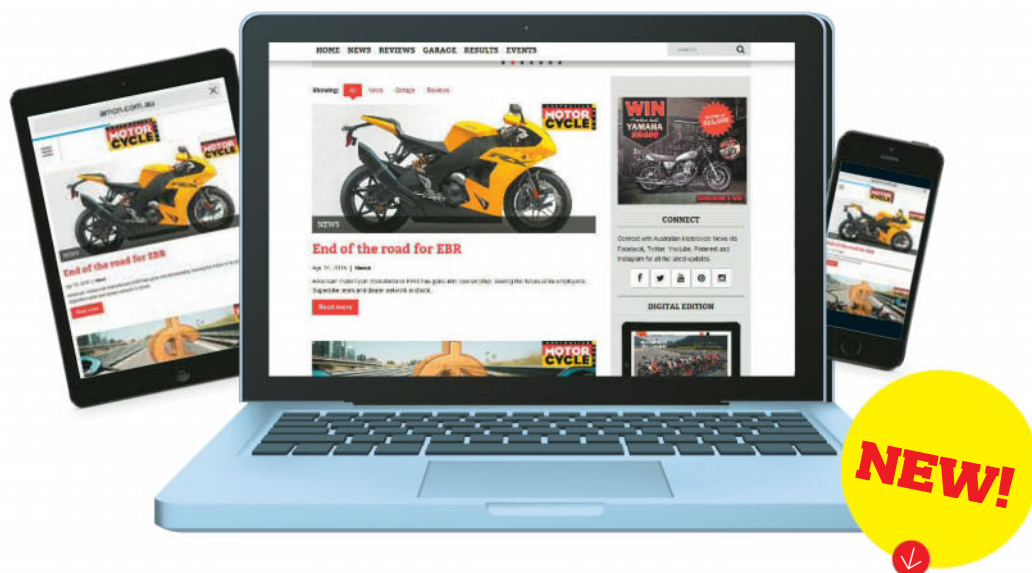
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ajpaustralia.com.au 0400 110 044



PR4 ENDURO PRO

The PR4 Enduro Pro is ADR compliant and comes at a very affordable price despite having an alloy/steel composite frame, fully adjustable suspension, underseat tank and European build quality.

PR3 MX 125cc	M	4T	840	7	B	\$3995
PR3 MX 240cc	M	4T	840	7	B	\$4895
PR3 Enduro 240cc	E	4T	840	7	B	\$5495
PR4 MX 240cc	M	4T	920	7	B	\$5295
PR4 Enduro Pro 240cc	E	4T	920	7	I	\$6795
PR4 Extreme 240cc	E	4T	920	7	I	\$7645
PR5 Enduro EFI 250cc	E	4T	950	7.5	I	\$7795
PR5 Extreme EFI 250cc	E	4T	950	7.5	I	\$8995

Atomik

atomik.com.au (03) 9791 8811



MOTOX 50

The MotoX 50cc is the perfect birthday present for young kids who keep nagging their parents to buy them a bike. For the money, this little weapon is loaded with features.

MotoX 50cc	F	4T	550	3	B	\$599
Fuse 150cc	F	4T	820	5	B	\$1249
Reign Bigfoot 160cc	F	4T	840	4	B	\$1349
FuryXR 250cc	T	4T	900	8	B	\$1690
Comp 250 4V	M	4T	940	4	B	\$2990

Benelli

benelli.com.au (03) 9387 8827



TREK 1130 AMAZONAS

Benelli's Trek 1130 Amazonas is a more rugged version of the standard Trek and sports three-way adjustable wind protection, fully adjustable long-travel suspension and a 92kW, three-cylinder engine.

Trek 1130 Amazonas	A	4T	860	22	E	\$19,690
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Beta

betamotor.com.au (03) 5439 6333



BETA RR480

The RR498 has become the RR480. The decrease in engine capacity has been achieved with a shorter stroke. Internal changes to the engine have resulted in it shedding 1.5kg.

RR250	E	2T	930	9.5	P	\$10,690
RR300	E	2T	930	9.5	P	\$11,390
RR350	E	4T	940	8	I	\$12,090
RR390	E	4T	940	8	I	\$12,190
RR430	E	4T	940	8	P	\$12,390
RR480	E	4T	940	8	P	\$12,490

Prices are manufacturers' list prices and include GST, but exclude on-road costs and dealer delivery, unless we say otherwise. All prices were correct at time of going to print and are subject to change without notice. To contact ADB about this list, please email adbmag@bauer-media.com.au

BMW

bmwmotorrad.com.au 1800 813 299



F800GS ADVENTURE

The F800GS Adventure is BMW's middleweight, parallel-twin powered model with a go-anywhere makeover, including a bigger fuel tank and lots of fruit.

Prices listed are for base models

G650GS	A	4T	780	14	I	\$9990
G650GS Sertão	A	4T	860	14	I	\$10,990
F700GS	A	4T	790	16	I	\$12,890
F700GS lowered	A	4T	765	16	I	\$13,140
F800GS	A	4T	880	16	I	\$16,690
F800GS lowered	A	4T	765	16	I	\$16,940
F800GS Adventure	A	4T	890	24	I	\$18,650
R1200GS	A	4T	850	20	E	\$21,950
R1200GS Adventure	A	4T	890	30	E	\$24,550

braaap

braaapmotorcycles.com.au 1300 272 227



BRAAAP SILENT

If noise was not an issue, imagine the places you could ride. Well, with the Braaap Silent electric motorcycle, you can do it. The Silent is loaded with cool features and has a 7kW, 100Nm motor.

Pro 50cc	F	4T	550	3.8	B	\$1799
Pro 88cc	F	4T	685	3.8	B	\$1999
Pro 125cc	M	4T	770	3.8	B	\$2399
Pro Classic 150cc	M	4T	810	3.8	I	\$2999
Factory	M	4T	820	3.8	I	\$4500
Silent	M	E	690	-	I	\$1999

Cobra

cobramotorcycle.com (03) 5345 2330



CX65

Cobra's CX65 is built to race and has received rave reviews in the USA. With a MXT 'Smart Leg' fork, Pro Circuit Works Pipe and a CARD piggyback, adjustable rear shock, the CX65 is sure to impress.

CX50 King	M	2T	680	4.2	I	\$5299
CX65	M	2T	762	4.2	I	\$6299

Crossfire

crossfiremotorcycles.com (02) 9822 8899



CF250L

If you are looking for a bike, but don't want to fork out big bucks, then the CF250L is certainly one to look at. Crossfire has provided a powerful 250cc 4T machine at a cheap price.

CF70	F	4T	549	2.6	B	\$1049
CF125	F	4T	770	3	B	\$1250
CF140L	F	4T	830	3	B	\$1399
CF250	F	4T	900	5	I	\$1849
CF250L	F	4T	920	5	I	\$1949
XZ250R	F	4T	920	6.7	I	\$2799
XZ250RR	F	4T	920	6.7	I	\$3799

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Fantic

fantiemotor.com.au (07) 3294 7700



TZ 300 SCUDERIA

The Fantic 300 Scuderia has a single-cylinder 2T engine with electronic ignition offering dual maps. It runs a Kehin PWK 38mm reed valve intake and Brembo hydraulic clutch.

TZ 125 ES Scuderia	E	2T	940	9.5	I	\$11,250
TZ 250 ES Scuderia	E	2T	934	9.6	P	\$12,950
TZ 300 ES Scuderia	E	2T	934	9.6	P	\$13,450

Gas Gas

gasgasaustralia.com.au



EC300R

The EC300R is stable, light and produces excellent traction. Its aggressive-looking graphics, mean the EC300R stands out on the trails as well.

EC125R (kick)	E	2T	950	9.5	I	\$9995
EC200R (kick)	E	2T	950	9.5	I	\$10,395
EC200R (electric)	E	2T	950	9.5	I	\$10,495
EC250R (kick)	E	2T	950	9.5	I	\$11,190
EC250R (electric)	E	2T	950	9.5	I	\$11,245
EC300R (kick)	E	2T	950	9.5	P	\$11,995
EC300R (electric)	E	2T	950	9.5	I	\$12,195

Honda

hondamotorcycles.com.au 1300 146 632



CRF230F

The CRF230F is perfect for people who just want to trailride. With user-friendly power, a comfortable seat and a lightweight frame, the 230F is a bike that anyone can ride and enjoy.

CRF50F	F	4T	548	2.6	B	\$1999
CRF110F	M	4T	667	4.0	B	\$2999
CRF150R	F	4T	832	4.3	B	\$6499
CRF100F	F	4T	775	5.6	B	\$3599
CRF125F	F	4T	735	4.3	B	\$3599
CRF125FB	F	4T	785	4.3	B	\$3999
CRF150F	F	4T	832	7.2	B	\$5099
CRF150RB	M	4T	866	4.3	I	\$6849
CTX200A	F	4T	823	8.5	B	\$5499
CRF230F	T	4T	872	8.2	B	\$5749
CRF250L	T	4T	875	7.7	I	\$5699
CRF250R	M	4T	951	6.3	I	\$10,299
CRF450R	M	4T	952	6.3	P	\$11,299
CRF250X	E	4T	958	7.3	I	\$10,690
CRF450X	E	4T	963	7.2	P	\$11,590
CB500XA	A	4T	810	17.3	B	\$7599
VFR800X Crossrunner	A	4T	815	20.8	I	\$14,499
VFR1200X Crosstourer*	A	4T	850	21.5	E	\$17,499

*+ \$1000 for DCT version

This is going straight to the pool room! Check out our trip to Bonnie Doon on the KTM 1290, 1190R and 1050 on page 66!



Husqvarna

husqvarna-motorcycles.com.au 1800 644 771



FE250

Blessed with a sharp-handling and lightweight chassis, the FE250 makes the most of its highly-tuned 250cc four-stroke engine to attack the toughest of conditions. Electric start is a bonus.

TC85SW	M	2T	855	5	I	\$7495
TC85BW	M	2T	890	5	I	\$7495
TC125	M	2T	992	7.5	I	\$9995
TC250	M	2T	992	7.5	I	\$10,995
FC250	M	4T	992	7.5	P	\$10,995
FC350	M	4T	992	7.5	P	\$11,695
FC450	M	4T	992	7.5	P	\$11,995
TE125	E	2T	960	11	I	\$10,995
TE250	E	2T	960	11	I	\$12,495
TE300	E	2T	960	11	P	\$13,495
FE250	E	4T	970	9.5	I	\$13,295
FE350	E	4T	970	9.5	I	\$13,995
FE450	E	4T	970	9	P	\$14,295
FE501	E	4T	970	9	P	\$14,495



Jake Stapleton takes Trent Lean's MX1 Australia/Suzuki RMX450Z off-road weapon for a spin on page 50.

READERS RIDE

We take a look at Todd Baston's 1999 Yamaha WR400F on page 140.



Head to adbmag.com.au for all the latest news, reviews and race reports from around Australia and the world. Loads of videos and photo galleries to keep you entertained on those long hauls, plus exclusive content only available at adbmag.com.au



Kawasaki

kawasaki.com.au (02) 9684 2585



KX65

For more than 30 years Kawasaki's little KX65 motocross bike has been a platform into motocross competition. It features a two-stroke engine, disc brakes and long travel suspension.

KLX110	F	4T	680	3.8	B	\$2999
KLX110L	F	4T	730	3.8	B	\$3199
KLX140	F	4T	780	5.8	B	\$4799
KLX140L	F	4T	800	5.8	B	\$5199
KLX150L	T	4T	875	7	B	\$4099
KLX250S	T	4T	890	7.7	B	\$6299
KX65	M	2T	760	3.8	I	\$5399
KX85	M	2T	840	5.5	I	\$6199
KX85 II	M	2T	870	5.5	I	\$6699
KX250F	M	4T	945	6.1	I	\$9999
KX450F	M	4T	955	6.2	P	\$10,999
KLX450R	E	4T	935	8	P	\$10,999
KLR650	T	890	22.1	I		\$8099

KTM

ktm.com.au 1800 644 771



500 EXC

The 500 EXC is one of the most powerful production enduro racing motorcycles on the Australian market, just ask Toby Price.

50 SX Mini	M	2T	530	2	I	\$3995
50 SX	M	2T	650	2.3	I	\$4795
65 SX	M	2T	750	3.5	I	\$6295
85 SX small wheel	M	2T	865	5.1	I	\$7495
85 SX big wheel	M	2T	865	5.1	I	\$7495
125 SX (150 to order only)	M	2T	992	7.5	I	\$9995
250 SX	M	2T	992	7.5	P	\$10,995
250 SX-F	M	4T	992	7.5	I	\$10,995
350 SX-F	M	4T	992	7.5	P	\$11,695
450 SX-F	M	4T	985	7.5	P	\$11,995
200 EXC	E	2T	960	9.5	I	\$10,995
250 EXC	E	2T	960	9.5	P	\$11,995

Aprilia's new Caponord 1200 Rally adventure bike has arrived in Aussie showrooms with a \$24,000 price tag including on-roads



250EXC-F	E	4T	970	9.5	I	\$12,995
300EXC	E	2T	960	9.5	P	\$12,995
350EXC-F	E	4T	970	9.5	P	\$13,495
350XC-F	E	4T	970	9.5	P	\$12,495
350 Freeride	T	4T	895	5.5	I	\$10,995
450EXC	E	4T	970	9.5	P	\$13,795
500EXC	E	4T	970	9.5	P	\$13,995
690 Enduro R	A	4T	935	12	I	\$14,395
1190 Adventure	A	4T	875	23	E	\$19,995
1190 Adventure (EDS)	A	4T	890	23	E	\$22,995
1190 Adventure R	A	4T	890	23	E	\$22,995
1290 Adventure Sport	A	4T	860	30	E	\$24,995

Moto Guzzi

motoguzzi.com.au (02) 9772 2666



STELVIO 1200 8V NTX

The Stelvio 1200 8V NTX is Moto Guzzi's entry in the 1200cc adventure market. The Stelvio has a powerful V-twin engine, ABS, traction control and a full catalogue of accessories.

Stelvio 1200 8V NTX	A	4T	820	32	E	\$21,990
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Odes

downunderdirtbikes.com (07) 4613 0622



MCF250E

The Odes MCF250E is a trailbike that is ADR compliant. It features all the goodies from the 450 but with a powerful liquid-cooled 250cc engine.

MCF50KB	F	4T	575	3	B	\$925
MCF185TB	F	4T	790	10	B	\$2890
MCF225FB-2	F	4T	895	12	B	\$3300
MCF250E	T	4T	960	8	B	\$5290
MCF450E	E	4T	950	8.5	P	\$5390

Ossa

ossamotorcycles.com.au (02) 6248 0229



EXPLORER

Featuring the same reverse-cylinder, direct-injection two-stroke engine seen on Ossa's TR280i trials bike, the Explorer blends enduro and trials sensibilities into one nimble package.

Explorer	T	2T	820	8.6	P	\$7990*
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Sherco

sherco.com.au (03) 8363 1600



300 SE-R

The 2015 Sherco 300 SE-R is sure to be a hit with those looking for something that is not orange, yellow or red. The 300cc two-stroke engine packs a serious punch.

250 SE-R	E	2T	950	8.5	I	\$11,590
300 SE-R	E	2T	950	8.5	P	\$11,990
250 SEF-R	E	4T	950	8.5	I	\$12,290
300 SEF-R	E	4T	950	8.5	P	\$12,690

ADB GOT A NEW WEBSITE!

Shineray

zuma.com.au (02) 4285 9400



XY250GY-2 MX

The XY250GY-2 MX leads the charge for Shineray in the motocross market. It is based around the proven Honda AX1 engine and has fully adjustable suspension.

Scrambler XY150GY	F	4T	840	5.8	B	\$2299
XY250GY-2 MX	M	4T	980	8	B	\$2999
XY250GY-2 Enduro	T	4T	980	8	B	\$4199

Suzuki

suzukimotorcycles.com.au (03) 9931 0500



DR-Z400E

Described as the Clark Kent of trail bikes, Suzuki's DR-Z400E is a low-cost and low-fuss motorcycle, but it will perform like Superman is you decide to give the throttle a good twist.

DR-Z70	F	4T	560	3	B	\$2390
DR-Z125	F	4T	775	4.8	B	\$3690
DR-Z125L	F	4T	805	4.8	B	\$4390
DR-Z250	T	4T	880	10.5	B	\$6990
DR-Z400E	T	4T	935	10	I	\$7990
DR-Z400S	T	4T	935	10	I	\$7990
DR650SE	T	4T	865	13	I	\$7990
JR80	F	2T	685	4.1	B	\$2590
RM85	M	2T	850	5	I	\$4990
RM85L	M	2T	875	5	I	\$5490
RM-Z250	M	4T	955	6.5	I	\$9990
RM-Z450	M	4T	955	6.2	P	\$10,990
RMX450Z ADR	E	4T	955	6.2	P	\$12,490
V-Strom 650 LAMS	A	4T	835	20	I	\$10,290
V-Strom 650	A	4T	835	20	I	\$10,990
V-Strom 650 XT LAMS	A	4T	835	20	I	\$11,490
V-Strom 650 XT	A	4T	835	20	I	\$11,490
V-Strom 1000 ABS	A	4T	850	20	I	\$15,490

TM

tmracing.com.au (07) 3376 5729



MX 85

The TM 85 MX features a revised ignition program and new Keihin 28mm carburettor with revised intake manifold

MX 85	M	2T	880	6.5	I	\$7350
MX 125	M	2T	960	10	I	\$9890
MX 144	M	2T	960	10	I	\$9999
MX 250	M	2T	960	10	P	\$10,399
MX 250 Fi	M	4T	950	10	I	\$11,990
MX 300	M	2T	960	10	P	\$10,599
MX 450 Fi	M	4T	950	10	P	\$12,890
EN 125	E	2T	960	10	I	\$10,499
EN 144 (not ADR compliant)	E	2T	960	10	I	\$10,699
EN 250	E	2T	960	10	P	\$11,499
EN 250 Fi	E	4T	950	10	I	\$13,090
EN 300	E	2T	960	10	P	\$11,899
EN 450 Fi	E	4T	950	10	P	\$13,790
EN 530 Fi	E	4T	950	10	P	\$13,499

Triumph

triumphmotorcycles.com.au (03) 9381 9765



TIGER 800 XCx

The 800 XCx takes over where the 2015 XC leaves off with an aluminium alloy bashplate, engine protection bars, centrestand and an extra 12V power outlet.

Tiger 800 XC	A	4T	845	19	I	\$16,590
Tiger 800 XCx	A	4T	845	19	I	\$17,690
Tiger Explorer ABS	A	4T	837	20	I	\$20,490
Tiger Explorer ABS wire wheels	A	4T	837	20	E	\$20,990

Yamaha

yamaha-motor.com.au (02) 9757 0011



WR450F

Yamaha's WR450F is a clear winner on the sales charts. It may not be as slim, fit and agile as some of its peers, but it's a big seller because it can do it all. Dirt bike riders love it, and for good reason.

PW50	F	2T	485	2	B	\$1799
PW80	F	2T	635	5	B	\$2299
TT-R50E	F	4T	555	3	B	\$1999
TT-R110E	F	4T	670	4	B	\$3599
TT-R110LWE	F	4T	805	6	B	\$5199
TT-R125E	F	4T	775	6	B	\$4799
TT-R230	F	4T	870	8	B	\$5599
TT-R230A	F	4T	870	8	B	\$6299
TT-R250	T	4T	910	10	B	\$7299
YZ85	M	2T	864	5	I	\$5899
YZ85LW	M	2T	904	5	I	\$6399
YZ125	M	2T	973	8	I	\$8699
YZ250	M	2T	976	8	P	\$9999
YZ250F	M	4T	965	6.4	I	\$10,999
YZ250FX	XC	4T	965	7.5	I	\$11,499
YZ450F	M	4T	965	6	P	\$11,999
YZ450F SE	M	4T	965	6	P	\$12,099
WR250R	A	4T	930	8	B	\$7999
WR250F	E	4T	965	7.5	I	\$11,999
WR450F	E	4T	960	7.2	I	\$12,999
XT250	T	4T	810	10	B	\$6299
XT660R	A	4T	865	15	I	\$11,499
XT660Z Ténéré	A	4T	865	23	I	\$13,999
XT1200Z Super Ténéré	A	4T	845	23	E	\$19,990
Super Ténéré Outback Edition	A	4T	845	23	E	\$21,990

Zuma

zuma.com.au (02) 4285 9400



ZUMA T110

The ZRF70 Pro Junior has a little bit of extra bling, and subtle improvements, such as a chain roller, low chain guide, gold chain and a snappy design and graphics package.

ZRF70 Pro Junior	F	4T	585	3	B	\$898
Zuma T110	F	4T	680	3	B	\$1098
KTX125cc	F	4T	805	3	B	\$1198

Prices are manufacturers' list prices and include GST, but exclude on-road costs and dealer delivery, unless we say otherwise. All prices were correct at time of going to print and are subject to change without notice. To contact ADB about this list, please email adbmag@bauer-media.com.au

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FROM THE FACTORY TO THE RACETRACK RACE PROVEN & DEVELOPED



IMAGE: Simon Cudby

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